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六月一十一日香港 SATURDAY, NOVEMBER 8, 1930. 日八十九

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DEFINITE THEORY OF THE R.101 DISASTER.

SENSATIONAL FRESH
EVIDENCE.

IMPORTANT DOCUMENTS
APPEAR BELATEDLY.

LEAKS IN GAS-BAGS.

Sensation followed upon sensation at yesterday's session of the enquiry into the R.101 disaster. Two documents of which nothing had been previously heard were produced in Court, and from them emerged the first definite theory of the cause of the catastrophe.

An official of the inspection department of the Air Ministry declared that he would not have issued an airworthiness certificate to the R.101.

London, Nov. 7. When Sir John Simon announced this morning that he had just received, very belatedly, two documents from Cardington bearing on the disaster, he introduced the most sensational episode during the enquiry.

Colonel Richmond's Letter.

The first document was a communication from the designer, Colonel V. C. Richmond to Major Scott, the Assistant Director of Aerial Development, dated July 2, which related to a report that Flight Commander Irwin, the captain of the R.101, on the previous day had found the ship heavy in handling, and referred to the possibility of loss of gas.

Colonel Richmond then estimated that the loss of lift due to holes in the gas bags would amount to about one ton per square inch of opening in 12 hours and asked for particulars of any holes found from time to time by the crew.

"Startling Result."

"This result," wrote Col. Richmond, "is somewhat startling and emphasises the great importance of guarding against the development of holes in the gas-bags of these ships."

The second document was a report from the Cardington Inspection Department, prepared by an official, Mr. McWade, who wrote to the Air Ministry regarding the chafing of the gas-bags against the nuts on the bolts, which despite padding showed holes.

Gas-bag Fouling.

He declared that the gasbags were fouling the structural nuts and bolts owing to the recent modifications, and added

"This is serious as the points of fouling which occur throughout the ship amount to thousands."

Mr. McWade was of the opinion that padding could not provide a permanent remedy and the real cure would be a big undertaking, which might necessitate the removal of the bags from the ship.

Therefore, "until the matter is seriously taken in hand and remedied, I cannot recommend an extension of the present permit to fly."

Explanation Necessary.

After reading these documents, Sir John Simon concluded decisively: "I shall require an explanation of why these documents were not produced before."

It may be recalled that one of the survivors in evidence stated that the gas-bags were "surging about" more than usual, suggesting that they had either lost gas or were more than ever subject to chafing.

Mr. McWade, giving evidence to-day, said that although before the R.101 set off for India, the padding was quite satisfactory, the gas-bags were still weighted against the longitudinals and points of fouling remained.

No Permit.

Sir John Simon asked whether, having regard to the condition of the R.101 he would have given an

SIX WOMEN IN NEW CONGRESS.

LATEST REPRESENTATIVES POSITION.

RECOUNTS DEMANDED.

Washington, Nov. 7. The latest election returns give the Republicans a slight margin in the House of Representatives, new figures being:

Republicans 218
Democrats 216
Farmer-Labour 1

The final position, however, will not be known for weeks as some of the contests have been so close that official recounts have been demanded in several constituencies.

The Republicans captured one seat from the Democrats—in Iowa—while the Democrats won new seats in Colorado, Illinois, Kansas, Kentucky, Massachusetts, Ohio, Oklahoma, South Dakota, and West Virginia.

Although America is traditionally a woman's country there will be only six women in the new Congress, three of whom are "Drys" and three "Wets."

The outcome of the elections to the Senate is a stalemate. The Republican majority of one is by no means a practical one, and real control lies in the hands of about fifteen insurgents.

Even the Republican *Herald Tribune* admits that Mr. Hoover has lost control of both Houses of Congress, and says that theoretical majorities are important only for organisation purposes.

Mr. Albert Vestal, the Republican Whip, lost his seat in Indiana, with an amazing margin of only three in a total of 88,000 votes.—*Reuter's American Service*.

BRITISH TRADE EXHIBITION.

THE PRINCE'S VISIT TO ARGENTINE.

London, Nov. 7. It is stated that the Prince of Wales, probably accompanied by Prince George, will leave England for Argentina on January 17th, travelling as an ordinary passenger in the liner Oropesa.

The British Trade Exhibition will be opened by the Prince on March 17th. The Prince may do some flying during his visit, using one of the planes carried on the aircraft carrier Eagle, which will be stationed at Buenos Aires for the exhibition.—*British Wireless*.

SEGRAVE'S BOAT TO TRY AGAIN.

KAYE DON TO PILOT HER IN ARGENTINE.

London, Nov. 7. "Miss England II," the speedboat in which Sir Henry Segrave lost his life after setting up a world's water speed record, is to go to Buenos Aires next Spring to make a further attempt to break the record at the International Motor-Boat Regatta to be held during the British Empire Trade Exhibition there.

Kaye Don, the noted racing motorist, will be the pilot.—*British Wireless*.

airworthiness certificate for the flight.

"I am afraid I would not have done!" replied Mr. McWade.

Two French experts, who assisted in the examination of the wreckage, earlier testified that in their opinion no portion of the dirigible could have been detached before the accident.

There was no ground for supposing that any breakage occurred before contact with the ground. The engines functioned regularly to the end.

Before the inquiry into the loss was resumed a demonstration, by means of a model, of the position of the gas bags and wiring used in the ill-fated airship, was given in a room below the court by Air Ministry experts.

Sir John Simon, who is presiding over the court, and his two assessors, Colonel Moore-Brabazon and Professor Inglis, were much interested in the demonstration.—*Reuter and British Wireless*.

IMPERIAL PARLEY DRAGS ON.

UNLIKELY TO FINISH NEXT WEEK.

REPORT ON INDUSTRIAL STANDARDISATION.

ELIMINATING WASTE.

London, Nov. 7. While the opening session of the Indian Round Table Conference has been fixed for Tuesday next, it is unlikely that the Imperial Conference will be in a position to complete its work next week as had been hoped.

Several of the constitutional issues, involving intricate technical questions, still remain to be disposed of, including nationality questions, appeals to the Privy Council, the form of the issue of executives to foreign consuls, in addition to the constitutional questions raised in the report on the operation of Dominions Legislation.

Plenary Session Delay.

On the economic side, decisions by the heads of the delegations are awaited on the various proposals which have been examined in Committee to secure closer inter-imperial co-operation.

The heads of the delegations will take up consideration of some of these matters on Monday, but no date has yet been fixed for a plenary session of the Conference.

Several reports on the less controversial subjects are ready for submission to the heads. These include that of the Committee on standardisation, in preparing which industrial experts have assisted the technicians attached to the delegations.

Units of Measurement.

The report deals with units of measurement and with industrial standardisation. The units in question include the yard and pounds, as well as electrical standards like the ohm and the volt.

The report recommends that each Dominion and India should be provided with a reference standard of each unit of measurement, to be compared regularly with the originals.

The second part of the report recognises the value of standardisation as a means to economy and to efficiency in the interests alike of producers and consumers. It urges the setting up of central standardising body in any Dominion where it does not already exist, and that these central bodies should receive official support financially through Government purchasing departments and otherwise.

Reducing Varieties.

The report also recommends regular and systematic consultation between the various parts of the Empire with a view to establishing uniform standard specification. The issue by each standardising body of a mark or brand to be applied under licence is recommended.

The great need is stressed of the simplification by a reduction of the variety of sizes, dimensions and immaterial differences in every-day commodities, with the object of eliminating waste and reducing the cost of production.—*British Wireless*.

CHARITY BAZAAR.

OPENED BY LADY PEEL THIS MORNING.

The charity bazaar that the Italian Convent, hold each year, was opened this morning by Lady Peel. Proceeds of the function are used for the maintenance of the schools and orphanages that the Canossian Sisters control.

Lady Peel formally declared the bazaar open by cutting a white ribbon that stretched across the entrance hall, and made one or two purchases from some of the stalls. She was met on her arrival by the Mother Superior and Sister Theresa, and entered the grounds through a guard of honour formed by the school's troupe of Girl Guides. The school's band played several numbers.

The bazaar will be open to-day and will also be continued to-morrow.

CHRISTMAS MAIL RECORD.

HIGHEST NUMBER OF PARCELS SINCE 1926.

LAST-MINUTE RUSH.

All records since 1926 were broken in the Christmas parcels mail for Home from Hongkong, which closed yesterday, the huge total of 4,101 parcels in 360 bags being recorded. These included 3,805 to the United Kingdom direct and 296 to Marseilles.

The previous best during the past four years was 3,911 parcels in 298 bags in 1928, whilst in 1927 the total of 3,877 in 264 bags was reached. Last year the aggregate was much less, only 3,266 parcels being despatched in 269 bags.

The total this year is made up as follows:—South of England and outside of London, 2,086; London and district, 652; London in transit 157; North of England, 606; London Insured, 303; and Marseilles, 296.

Yesterday was one of the busiest days on record in the parcels Department of the General Post Office, and between the hours of 8.30 a.m. and 5 p.m. including the day's ordinary business, no fewer than 5,207 parcels were taken across the counters.

Once again, however, many of the public failed to give much consideration to the Post Office staff, which was, as a result of failure to despatch parcels early, literally overwhelmed with a last-minute influx.

NAVAL DEADLOCK AT GENEVA.

GLOBAL-CLASS ISSUE AGAIN THE BUGBEAR.

Geneva, Nov. 7.

The heads of the delegations to the Preparatory Disarmament Conference, at a private meeting this afternoon, failed to reach an agreement on the subject of the limitation of naval effective despite lengthy deliberations.

The private meeting followed an abortive session during the morning when the discussion centred upon whether limitation should be effected by the global tonnage method, or by classes.

The heads came no nearer a solution of the issue and accordingly the matter was adjourned pending the receipt of instructions by some of the delegations from their Governments.—*Reuter*.

OSCAR GARDEN'S FLIGHT.

SINGAPORE-AUSTRALIA RECORD EQUALLED.

London, Nov. 7.

Oscar Garden, who in a second-hand Gipsy Moth aeroplane, flew from Croydon to Wyndham on the north coast of Western Australia in twenty days, completed his journey to-day when he arrived at Sydney.

Garden's performance from Singapore onwards equalled the records of Hinkler and Kingsford Smith.—*British Wireless*.

THE DO-X TO VISIT CALSHOT.

PRIOR TO THE ATLANTIC CROSSING.

London, Nov. 7. Preparations are complete at the Royal Air Force Station at Calshot, Southampton Water, for the reception of the big German flying-boat Do-X, which is expected to visit Calshot to-morrow en route to America.—*British Wireless*.

The public is reminded that dutiable articles sent by letter post to the United Kingdom are liable to confiscation by the Customs there. Christmas cards bearing not more than five written words may be forwarded as printed papers, provided that the enclosing cover is left open.

A UNITED FRONT URGED.

THE SOVIET MENACE TO CHINA.

RUSSIA BLAMED FOR POLICY OF OBSTRUCTION.

WEAK EXCUSES.

Mukden, Nov. 7.

Urging a united front by all the people in China to render assistance to the Manchurian Government in resisting the Russian menace on the frontier, the Manchurian People's Committee, formed recently with the cardinal aim of backing up the foreign policy of the Nanking and Manchurian Governments and of the Chinese delegation to Moscow, has issued a second declaration.

The Manchurian proclamation states that many times General Mo has reached some preliminary understanding with the Soviet delegates concerning the arrangements for a formal conference, but each time the attempt was frustrated by the Soviet determination to insist on the Kharbarovsk Protocol.

The deadlock, says the Manchurian declaration, has been directly caused by the complete lack of sincerity on the part of the Soviet Government.

Critical Problem.

This is a critical moment in the foreign relations of the Chinese Government and at a time when Communist followers are seeking a revival of Communist power in China. It is essential that the Nanking and Manchurian Governments maintain a firm stand at the Moscow Conference. It is with this end in view that this Manchurian Committee was formed in order to inform the people in China from time to time of the developments at Moscow.

The declaration predicts that any concession made to the Soviet at the Conference may lead to the utilisation of the Chinese Eastern Railway, which is a purely Sino-Soviet commercial enterprise, for the dissemination of Communist doctrines in China and Manchuria.

After stressing the need for the repudiation of the Kharbarovsk Protocol, the declaration says that the extermination of Communism in China and Manchuria is a necessary preliminary step towards preservation of peace in the Far East.

Soviet Explanation.

The Manchurian delegates at Moscow have informed General Chang Hauch-liang that they are endeavouring their best to effect a resumption of the discussions, fully realising the desire of the Manchurian Government for a settlement.

Following the complaints of Manchurian militarists, Soviet officials near Manchurian have informed the Manchurians that the dispatch of fresh Soviet reinforcements to Chita and Manchuria is in connexion with raids on Soviet bandits. The Soviet officials deny all intention of causing any disturbances.

Japanese opinion in Manchuria is that the Soviet dispatch of troops is in connexion with a plot aiming at the occupation of the railway by Soviet forces in the event of a collapse of the negotiations.

Anti-Red War.

In China Proper, the anti-Communist war in Hunan and Kiangsi is beginning to take a definite shape with the arrival of more Nationalist regiments at Changsha and Nanchang. More troops under 60th Kwangtung Division, (General Tsai Ting-kai) have arrived at Changsha and an expedition against Communist bandits in and near Changsha is expected at any moment.

In eastern Kiangsi, the Communist bandits have withdrawn from Kingtsechen, the famous porcelain manufacturing centre, and the city has been reoccupied by Nationalist troops. The latter will extend their anti-Communist work on the Kiangsi frontier.

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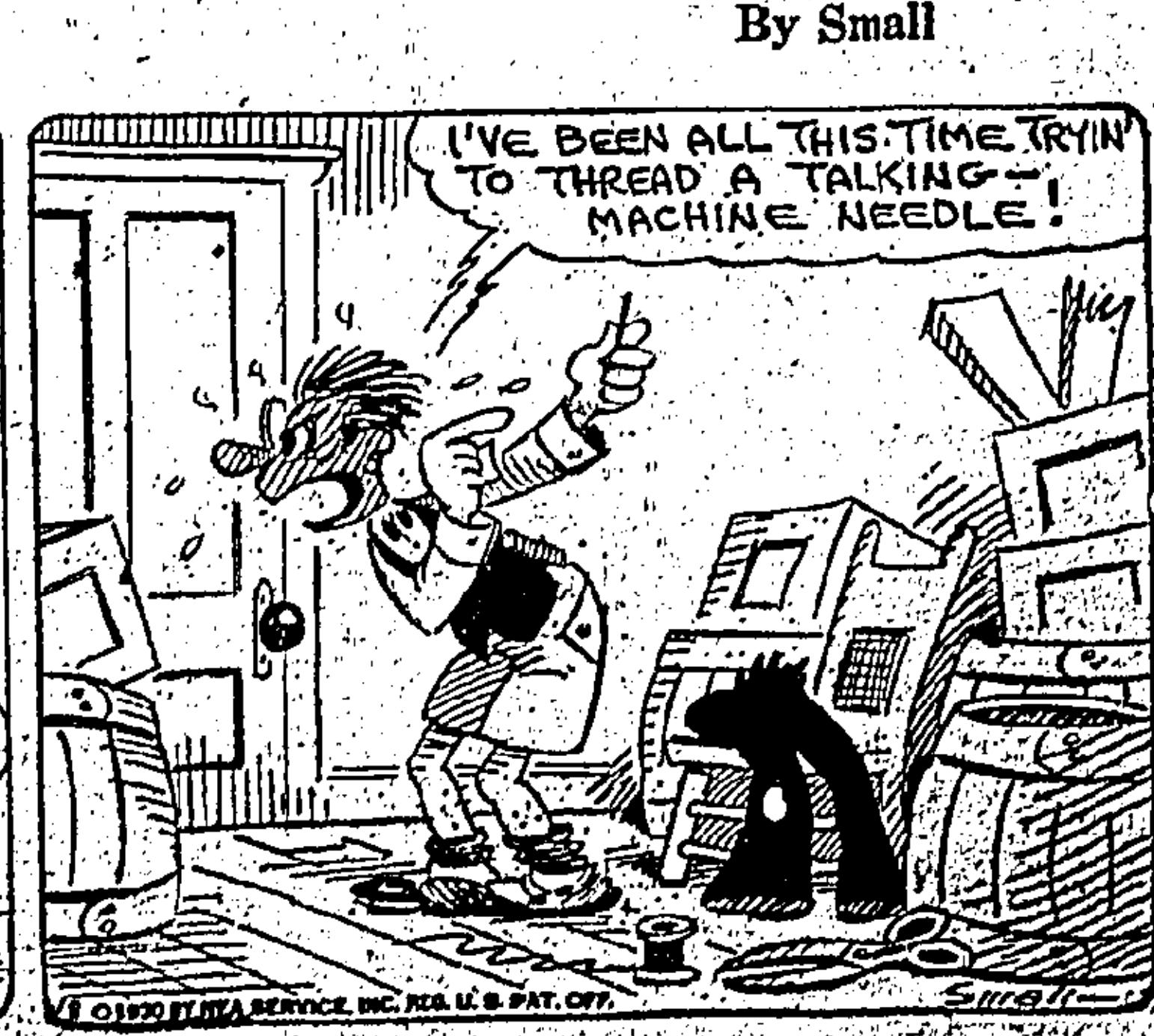
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THE VOLUNTEERS.

PARADES FOR THE COMING WEEK ISSUED.

No. 45/30.
Hongkong Volunteer Defence Corps orders by Lieut.-Colonel L. G. Bird, D.S.O., O.B.E. commanding Hongkong Volunteer Defence Corps.

Parades.

Corps Band.—There will be a parade on Monday, 10th instant at Headquarters at 5.30 p.m. sharp.

Battery.—(1) There will be a parade at 5.15 p.m. sharp, at Gun Club Hill on Thursday, November 13th, for every member with the exception of the Signal Section who will parade at Headquarters same date and time.

(2) Uniform.—Any member who has not got a great coat should apply to the B.Q.M.S. for same as soon as possible.

Engineer Company.—(1) Sunday, November 9th, team shoot against R.E.'s at Peak Range, 9.30 a.m. sharp. Members of team must draw raffles on Saturday before one o'clock. Bayonets will not be taken.

(2) Drill instruction for all ranks will be resumed at the Instruction Shed, Wellington Barracks on Thursday, 13th. instant at 5.30 p.m.

Corps Signals.—(1) Parade at Whitfield Barracks, Kowloon at 5.30 p.m. on Thursday, 13th, November for Wireless Instruction. Dress—Mufli.

(2) Parade at Corps Headquarters at 5.30 p.m. on Friday, 14th, November for Signal Instruction.

Machine Gun Troop.—(1) Thursday, 13th, November. Machine Gun Corps parade at Volunteer Headquarters at 5.30 p.m.

(2) Riding School Class parade at Riding School at 5.30 p.m.

(3) Kennedy Road Range is allotted to the Troop on 13th, November. Details as to practices to be fired will be issued later.

Armoured Car Company.—(1) Car Section. Parade at Headquarters 5.15 p.m. on Monday, 10th, November in uniform—Breeches, Puttee strings tied round ankles, Bandoliers and Beret. Crew work with No. 1 Car.

(2) Motor Cycle Section. Parade at Headquarters at 5.15 p.m. on Monday, 10th, November for instructional ride. All ranks are requested to attend this parade.

(3) The Section will perform the duties of part of the Escort to H.E. The Governor on the Armistice Day Parade November 11th. Details will be issued later.

(4) Camp. The Company will attend Camp on the following weekends—

Commencing—
Friday, 28th, November 12th, December
All ranks are reminded that attendance at Camp is essential for efficiency, and every effort must be made to attend.

Scottish Company.—(1) Parade Thursday, 13th, November, 1930. The Company will parade at Headquarters 5.30 p.m. for instruction in Machine Gun indirect fire.

(2) Range. Those who have not yet fired Machine Gun Part II (classification) will have an opportunity of doing so on Sunday, 16th, instant at Stonecutters. Launch will leave Queen's Pier at 8.30 a.m. and call at Kowloon en route.

Range Officer Capt. H. R. Forsyth.

All ranks are reminded that this practice must be fired to qualify for efficiency.

(3) Camp. The Company will attend Camp on the two week-ends commencing—

Friday 21st, November 12th, December

Portuguese Company.—(1) The Company will parade at Headquarters on Friday, November 14th, 1930 at 5.30 p.m.

Dress—Boots, putties, hose tops, shorts, tunics, helmet and all equipment.

(2) It is imperative that all should attend this parade and no excuse will be taken for deficiencies or replace-

ments for the coming Camps, after this parade.

(3) Annual Camp. The Company is reminded that the Company will be in Camp during the week-end November 21st—23rd. Details will be issued later.

Machine Gun Company.—(1) Tuesday, 11th November: These detailed for the Armistice Parade will fall in at Headquarters at 10.15 a.m.

Dress—Drill Order without Rifles, i.e., Boots, Putties, Hose Tops, Shorts, Tunic, Helmet, Belt & Bayonet.

Those in possession will wear Medals. There will be no Parade in the afternoon.

(2) Musketry. All Officers and N.C.O.s of the Company will attend

(Continued on Page 12.)

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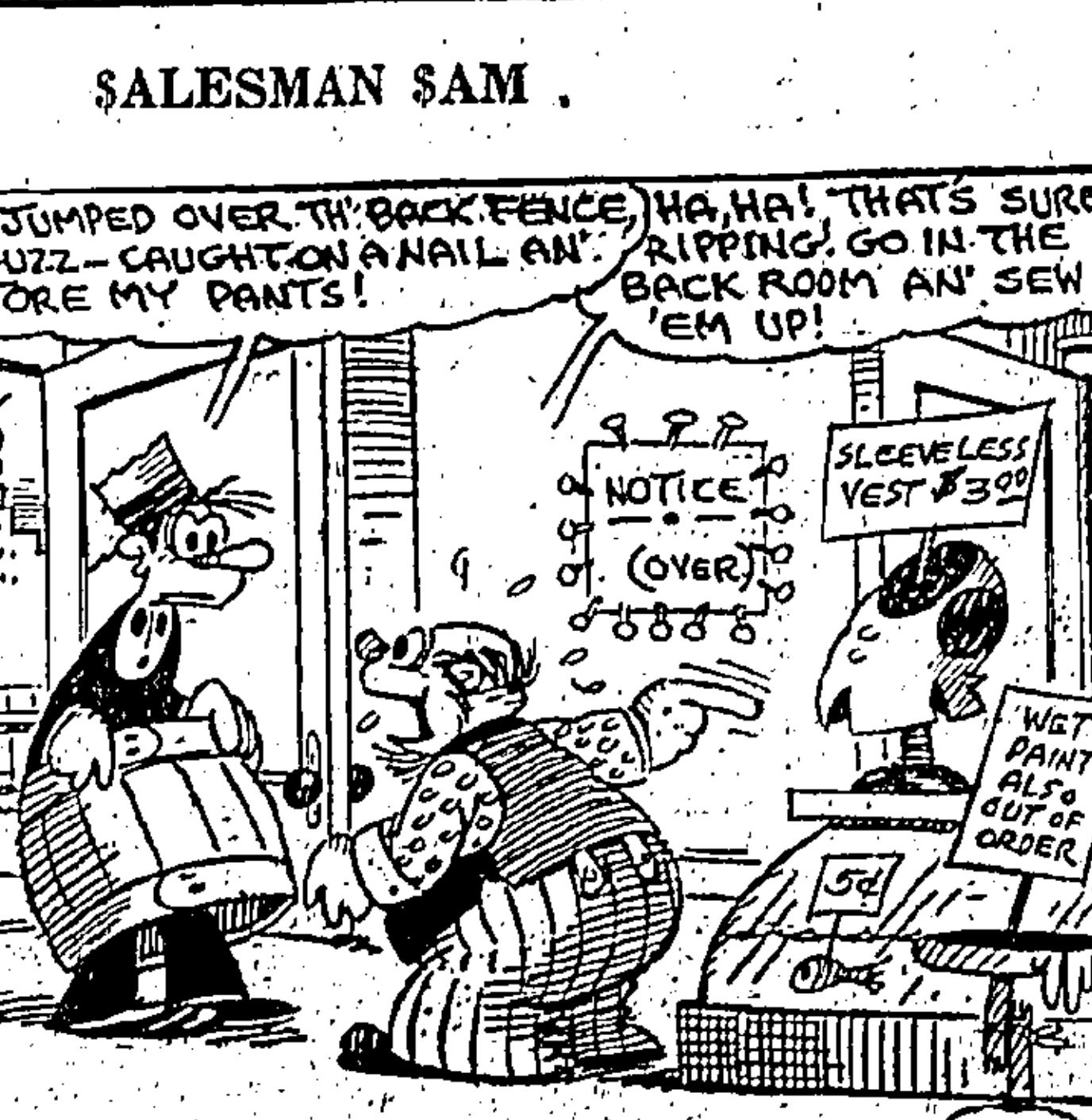
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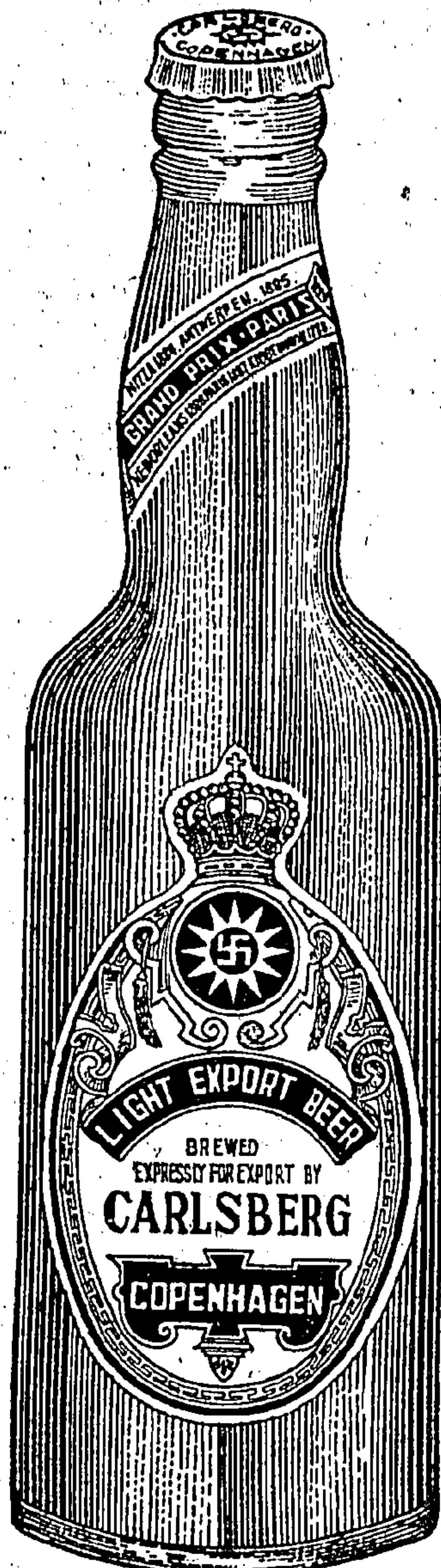
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CONSERVATIVES GAIN LABOUR SEAT.

BIG MAJORITY SECURED AT SHIPLEY.

London, Nov. 7. The result of the Shipley by-election, due to the death of the Labour member, Mr. W. Mackinder, is as follows:

| | |
|-----------------------------|--------|
| Mr. J. H. Lockwood (Cons.) | 15,238 |
| Mr. W. A. Robinson (Labour) | 13,578 |
| Mr. A. Davy (Liberal) | 12,785 |
| Mr. W. Gallacher (Com.) | 701 |

This represents a Conservative gain, with majority of 1,665.

Unemployment and Tariffs.

Later.

In contrast to the uproarious South Paddington contest the Shipley by-election is described as the most decorous on record.

The two main issues were unemployment and the demand for safeguarding the woollen and textile industry, whereby the voters of Shipley live.

Mr. Lockwood made his strongest point the need for a tariff, against foreign textiles. Interviewed after the result, he said his party alone had a solution for the unemployment problem, ready for immediate operation, and the sound, practical Yorkshire workers now realised that their salvation again lies with the Conservatives.

It is noteworthy that the women, who outnumber the male voters by 6,000, were most active in the electioneering by comparison with the men, who were largely apathetic as the result of prolonged unemployment. The Labourites never expected to retain the seat.—Reuter.

The polling at the last General Election was:

| | |
|--------------------------|--------|
| Mr. W. Mackinder (Lab.) | 18,654 |
| Sir Robt. Clough (Cons.) | 13,693 |
| Mr. F. W. Hirst (Lib.) | 11,712 |

Labour maj. 4,961

Mr. Mackinder had also been a member for Shipley in the previous Parliament.

EXTRALITY AGAIN.

CHINA TO INSIST ON ITS ABOLITION.

Nanking, Nov. 7. "Never will China regain her full sovereignty in the ether or her proper place in the family of nations unless extrality be abolished," declared Dr. C. T. Wang in the course of an interview this morning.

The Foreign Minister declared that the extrality question was the most important issue confronting the National Government, and although the success or failure of the extra-territorial negotiations depended very much on the internal political situation, he believed that public support in China was the most important factor. "The people of China

TYphoon wreaks HEAVY DAMAGE.

BIG LOSS OF LIFE ON PULO CONDORE.

Saigon, Nov. 7. Heavy loss of life and severe damage has been caused by a typhoon at Pulo Condore, an island off the Cochinchina coast.

Every building was devastated, the electric power station was destroyed, and all communications were cut.

All the Europeans on the island are reported to be safe. The victims have not yet been counted.—Reuter.

[Pulo Condore (pulo in the Malayan language means island) is familiar to those who have travelled along the Indo-China coast. The European population (principally engaged on estates) must be a very small one. The island is situated some distance out to sea, on the direct steamship route between Saigon and Singapore.]

BIG TRAIN FERRY FOR YANGTSE.

NANKING-PUKOW SCHEME ANNOUNCED.

Nanking, Nov. 7. The Railway Ministry officially announces that plans have been completed for the construction of a Nanking-Pukow train ferry, at a cost of \$4,000,000 Mex.

The foundation concrete work will be commenced immediately and the entire construction is scheduled to be completed early in 1932.

The ferry boat, 360 feet long, with a beam of 58 feet, and capable of a speed of twelve knots and carrying twenty-one 40-ton freight cars, twelve passenger cars and a locomotive, will make the Yangtse crossing in from 40 to 50 minutes.

It is estimated that a least 3,000 tons of freight will go across the river daily, and it is understood that several British firms are keenly interested in the construction of ferry pontoons, etc.—Reuter.

DAMAGE TO HAKUSAN MARU.

SHIP TO BE REPAIRED IN TWO WEEKS.

Osaka, Nov. 7. The damage to the Hakusan Maru, which collided with a Ben boat freighter in Kobe harbour yesterday, is estimated at Yen 70,000. Fifty tons of cargo have been damaged by water, but both losses are covered by insurance.

The damage to the ship will be repaired within two weeks.—Reuter.

should unite and fight for the abolition of extrality." The return of Shantung and the restoration to China of complete tariff autonomy were the result of vigorous public agitation.

Dr. Wang hoped that Powers which had expressed friendship towards China, especially Britain, France and America, would give concrete evidence of this in the extra-territorial negotiations. China wanted sympathy in terms of action, not merely words.—Reuter.

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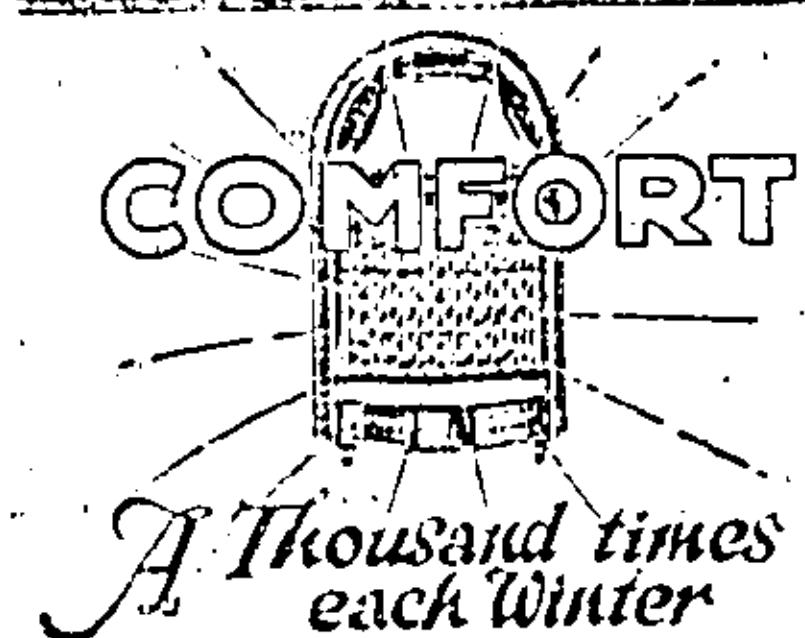
Radiant Warmth and Perfect Ventilation

RADIANT warmth, just like that of the sun; perfect ventilation, an atmosphere as fresh and as pleasant as that of the open air on a sunny spring morning—these the modern gas fire brings wherever it glows. That is why doctors use and recommend gas fires; that is why they are found in hospitals, nursing homes and clinics everywhere.

Scientists have proved that modern gas fire warmth is like sun-warmth—healthy, good for you, radiating beneficial infra-red rays.

They have also proved that while the gas fire warms it provides a perfect system of ventilation.

There are no fumes from the modern gas fire. There are products of combustion, of course, as there are from any living flame. But these products immediately pass up the chimney or flue. As they rise they cause a gentle upward flow of used air from the room—a system of ventilation more perfect even than that of the open window. That is why a gas-warmed room is never stuffy.



HONG KONG & CHINA GAS CO., LTD.

Telephone 20000

Central Showroom—Ice House Street (Near Star Ferry)
Kowloon Showroom—246, Nathan Road (Corner of Jordan Road)
And Showrooms at West Point Works.

The latest
Sun Ray Pleated
SKIRTS
from \$12.50
FUR Sets & Necklets.

A V A
the ultra-violet ray complexion soap.

Each cake contains
the contents of a bottle of Perfume.

The Colonial Dispensary

13, Queen's Road Central,
TEL. NO. 21877.

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WITH YOUR SNAPS, FOR THAT OPPORTUNITY MAY NEVER COME AGAIN.

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That a film can be correctly developed but once.

We solicit a trial
You will be satisfied with the results.

THE PHARMACY

(FLETCHER & CO., LTD.)

Asiatic Building. Tel. 20345. 26, Queen's Road.

THE "CHEERO" Y.M.C.A.

APPEAL TO PUBLIC FOR FUNDS.

The Committee of the "Cheero" Y.M.C.A. has just published a report of the work carried on under its direction at the City Hall.

It will be remembered that the work was begun in 1927 as a temporary measure, when the forces stationed in Hongkong were considerably increased, owing to the troubles in North China. So many testimonies to its value and so many requests for its continuance were received, that the Committee decided, if possible, to put the work on a more permanent basis. Through the kindness of the City Hall Committee, the use of premises in the City Hall was granted early in 1928. Since that time an ever-increasing work has been done.

Facilities are provided for Meals, Light Refreshments, Billiards, Tennis, Reading, Letter Writing, etc.

An interesting programme of activities is maintained consisting of Dances, Whist Drives, Socials and occasional Concerts.

These are under the control of the Committee of Management assisted by the Ladies' Committee and are only rendered possible by the co-operation of many ladies and gentlemen of the Colony who devote considerable time each week to making the centre attractive.

Offers of assistance from others interested in the work will be welcomed, and should be made to the Chairman of the Committee of Management or to Mrs. Lewis, 173 The Peak.

Naturally, the nett income from meals, etc., can be but little, so that it is necessary to ask for public support. The Statement of Accounts shows a loss in working of \$2,140.35 for the six months ending the 30th June. Certain economies will be effected, but the Committee now appeal to the generous public of Hongkong for the sum of \$4,000 to provide for the maintenance of the work throughout 1931.

Cheques should be made payable and subscriptions sent to the Hon. Treasurer, Mr. P. E. Barker, at the City Hall or care of Gibb, Livingston & Co., Ltd., P. O. Box 55.

BANK RETURNS.

NOTE & SPECIE FIGURES FOR OCTOBER.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st October, 1930, as certified by the Managers of the respective Banks are:

| Banks. | Average Amount in Reserve. | Specie |
|-----------------|----------------------------|------------|
| Chartered Bank | 19,502,940 | 7,800,000* |
| Hongkong Bank | 97,062,279 | 50,000,000 |
| Mercantile Bank | 3,553,750 | 1,350,000 |
| Total | 120,228,969 | 59,150,000 |

*In addition Sterling Securities deposited with the Crown Agents valued at £1,321,700.

In addition Securities deposited with the Crown Agents and Straits Government valued at £2,932,618.

In addition Securities deposited with the Crown Agents valued at £180,000.

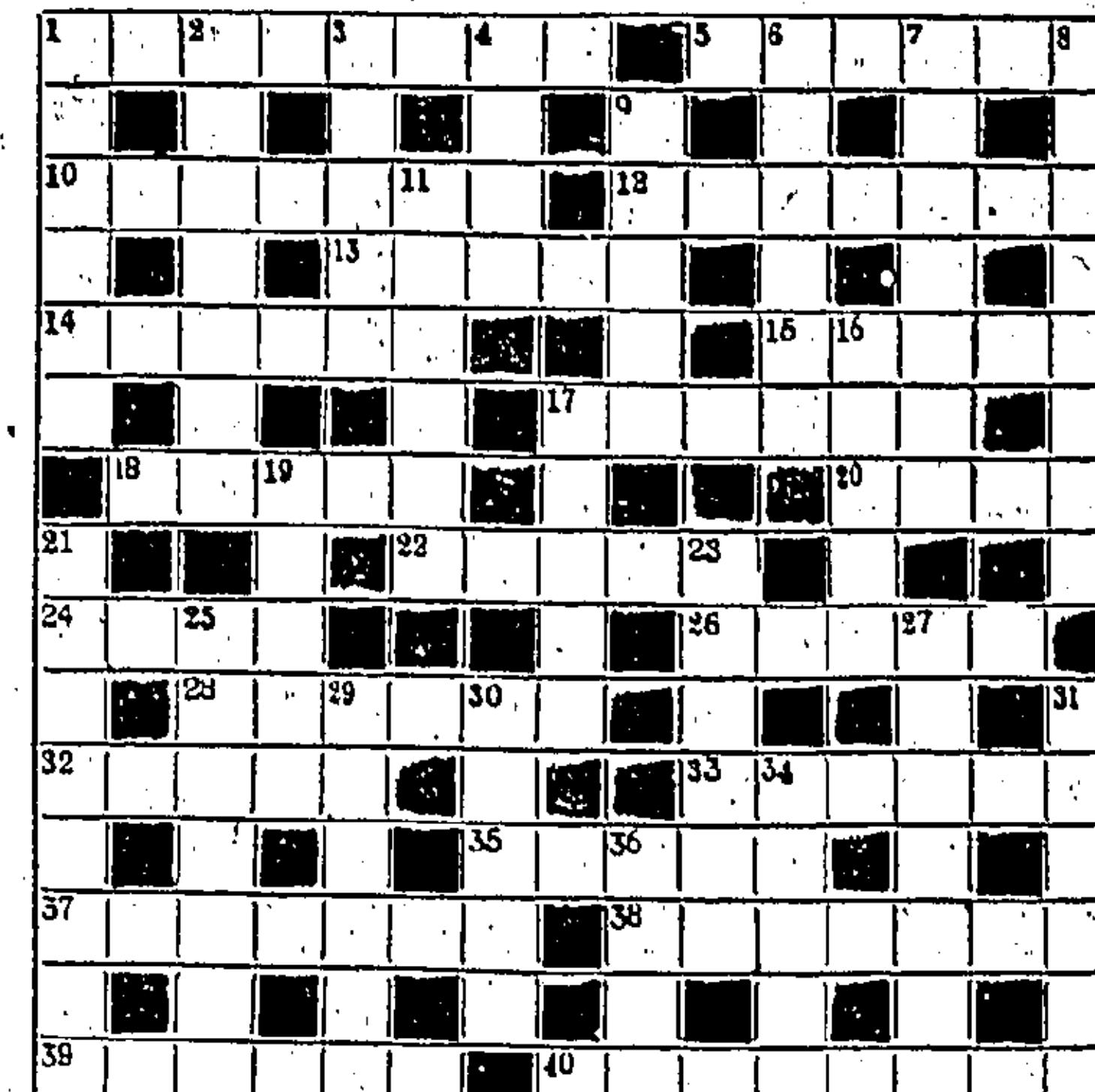
The League of Nations Health Bulletin of Eastern Ports for the week ending November 1 shows: Plague Port Said 1 death, Basra 1 case, Bombay 1 death, Rangoon 1 case, 1 death; Cholera, Bombay 1 case, 1 death, Calcutta 7 cases, 2 deaths, Bangkok 2 cases, 1 death; Small-pox, Calcutta 3 cases, 2 deaths, Cochin 5 cases, Madras 1 case, Negapatam 2 cases, Penang 3 cases, 1 death, Saigon 2 cases, 2 deaths.

Before a large and appreciative gathering in St. Andrew's Church hall, last evening, Mr. T. J. Price delivered an interesting lecture on "Down the Mekong to Angkor," which he illustrated with a number of excellent lantern slides. An admission fee of 30 cents was charged, the proceeds being in aid of the 2nd, Hongkong (St. Andrew's) Scout Troop funds.



Sends
them
to bed
happy

OUR BRITISH CROSSWORDS.



Across.

- Advice to employers that might reduce the cost of the dole. It is innocent, anyhow.
- This Coventry character went blind.
- In a financial this, it is of this importance to encourage this.
- After a short month, a little bed produces fruit.
- Predicated.
- Dominion.
- The favourite food of old Mr. Woodhouse, "Emma's" father.
- Behind the time.
- When a fish precedes this little Spanish town where oranges grow it turns to a flower.
- All the American tourist is able to say of the sights.
- Effect of exposure to "the maturing sun."
- From one of these, by Keats, "the maturing sun" above is quoted.
- Saul set out to find his father's asses; a change of one letter would describe what he got.
- "Wrap thyself in a—grey, Star wrought" (Shelley).
- Associated by Shakespeare with what is flat and unprofitable.
- Kindest will do.
- Or belonging to the hub.
- A plane makes this adjective comparatively meaningless.
- And a Euclidian line does the same to this adjective.
- Kin or subjects, indifferently.
- Licensed torturers.

Yesterday's Solution.

| | |
|----------|-----------|
| ACCIDENT | CLIMB |
| RWBHR | LOOMCO |
| SPARING | BARRICO |
| OVS | POSTERN |
| NOTE | T |
| ELAND | SCRATL |
| CONECTIA | VERA |
| ECSM | BEXSOFT |
| NODE | BITES |
| TINLET | TRSE |
| INSTRE | SPATE |
| PTELLETT | ECHO |
| PEDACITY | NEPTUNE |
| DENMUR | CESUN |
| EXTRA | ODOMETERS |

- Archaic form of schoolboy's bairn.
- From head to foot in mediæval phrase.
- The dead cannot possibly be this.
- A suburb of Manchester.
- Beware how you do this to sheep.

Down.

Day Sale will be ready for distribution at the City Hall to-day from 9.30 to noon and on Monday, from 9.30 to 12.30; and at the European

Y.M.C.A., Kowloon, on Monday from 10.30 a.m. to 12.30 and from 5 p.m. to 7 p.m. All lady helpers are asked to call or send for them accordingly.

WHEN ORDERING FOR

COCKTAILS

DO NOT ORDER JUST

GIN

Order—



SEAGER-EVANS GIN.

Obtainable Everywhere.

Sole Distributors:—
H. RUTTONJEE & SON.
15, Queen's Road, Central.

ACCIDENTS WILL HAPPEN

CUTS, BRUISES & SORES
SOOTHED & HEALED BY ZAM-BUK

THE slip of a knife, a knock, an upset of boiling water or cooking fat, or other sudden accident may cause hours of pain and suffering. Remember the hidden poison dangers that threaten the simplest injury.

Millions of invisible disease germs are in the air waiting to swarm into the least break in the skin. Keep Zam-Buk always handy! This antiseptic herbal balm will prevent all dangerous complications.

Smear a little Zam-Buk over any cut, bruise, burn, scald or bite, and pain and soreness are quickly ended; germ infection is prevented. Besides soothing the skin, Zam-Buk allays irritation and subdues any swelling or inflammation. It prevents blood-poison and is a wonderful skin grower.

Don't experiment with risky fatty ointments! Use this pure herbal Zam-Buk ointment for all your skin troubles and injuries!

Zam-Buk
GROWS NEW SKIN.

AN absolute
herbal ointment
containing 11
Zam-Buk, Peppermint
and other
herbs.
directions
enclosed in every
package.

FREE
FROM
ANIMAL
FATS.

DON'T TAKE CHANCES
WITH YOUR SNAPS, FOR THAT OPPORTUNITY MAY NEVER COME AGAIN.

REMEMBER

That a film can be correctly developed but once.

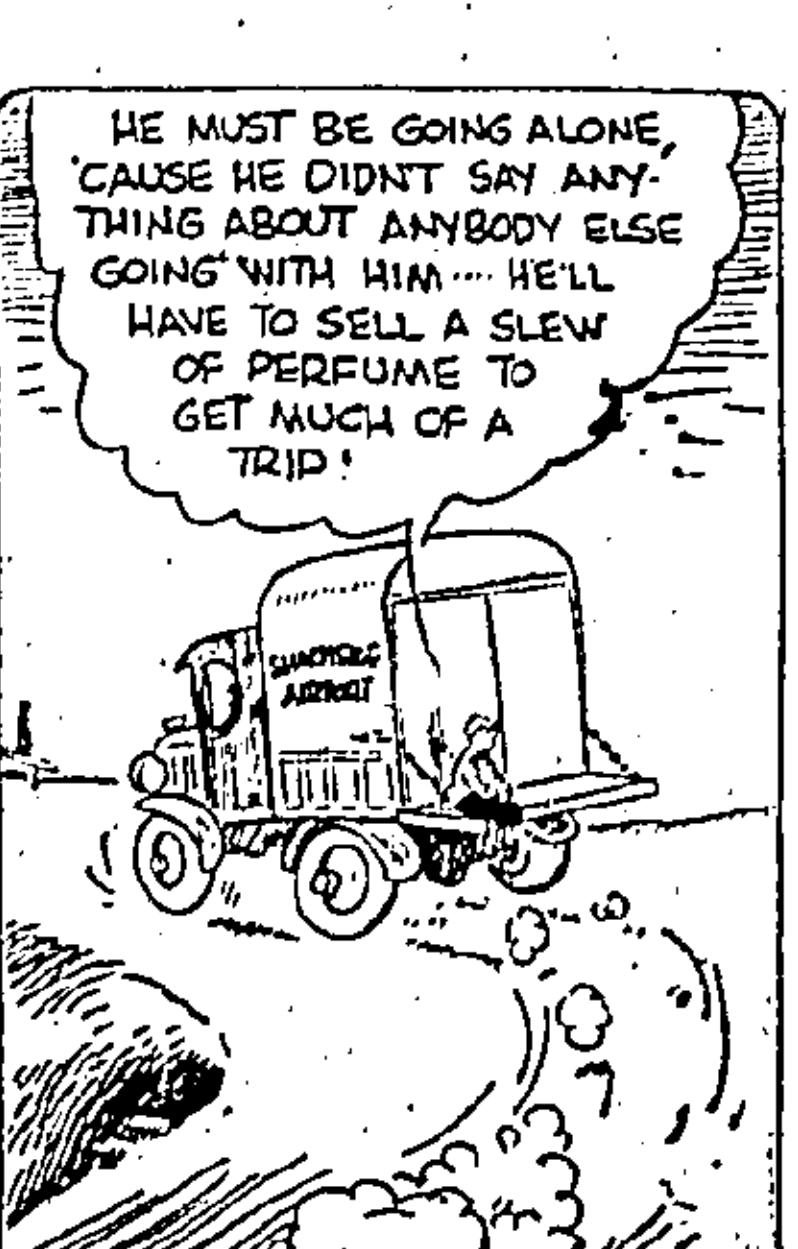
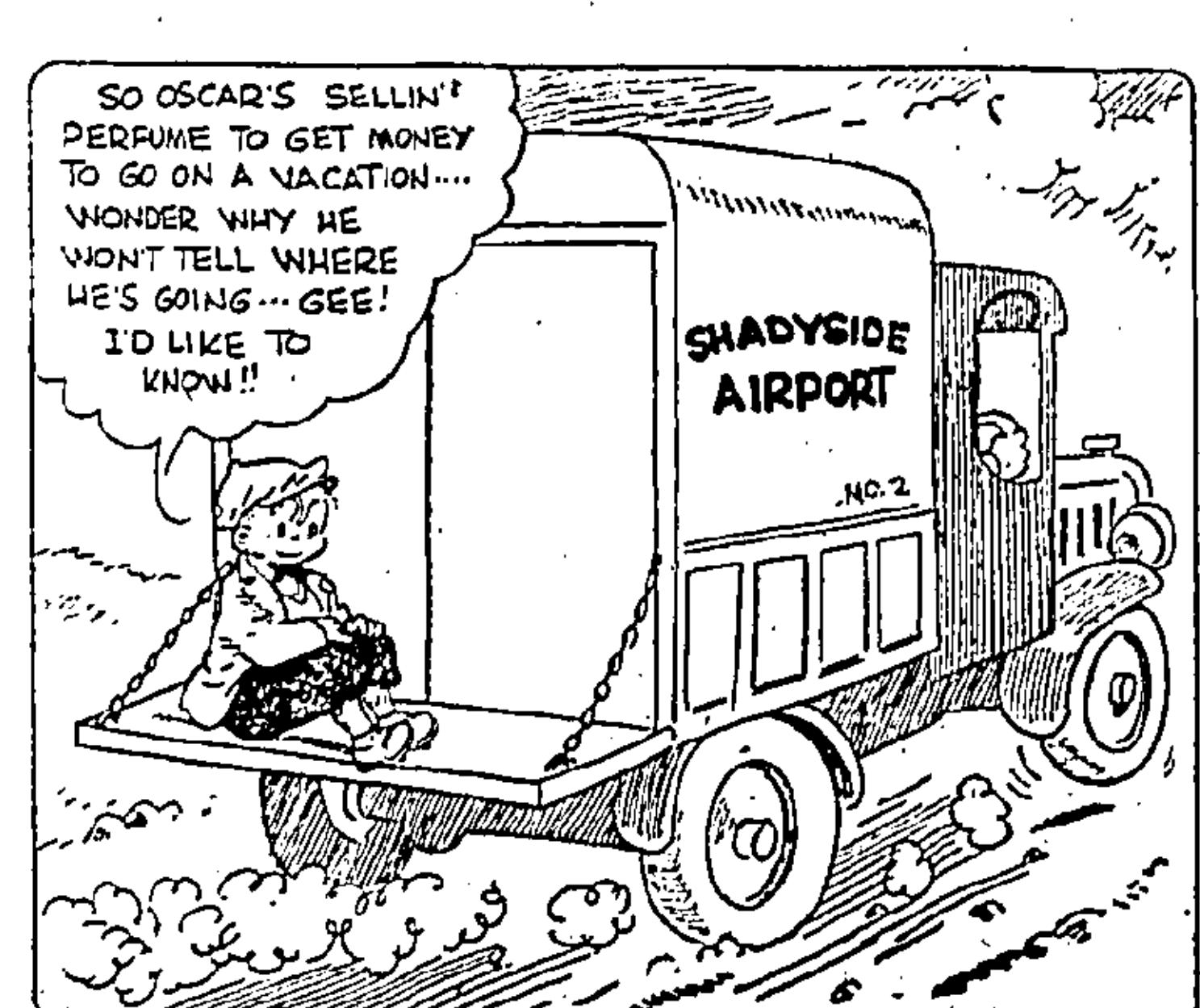
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You will be satisfied with the results.

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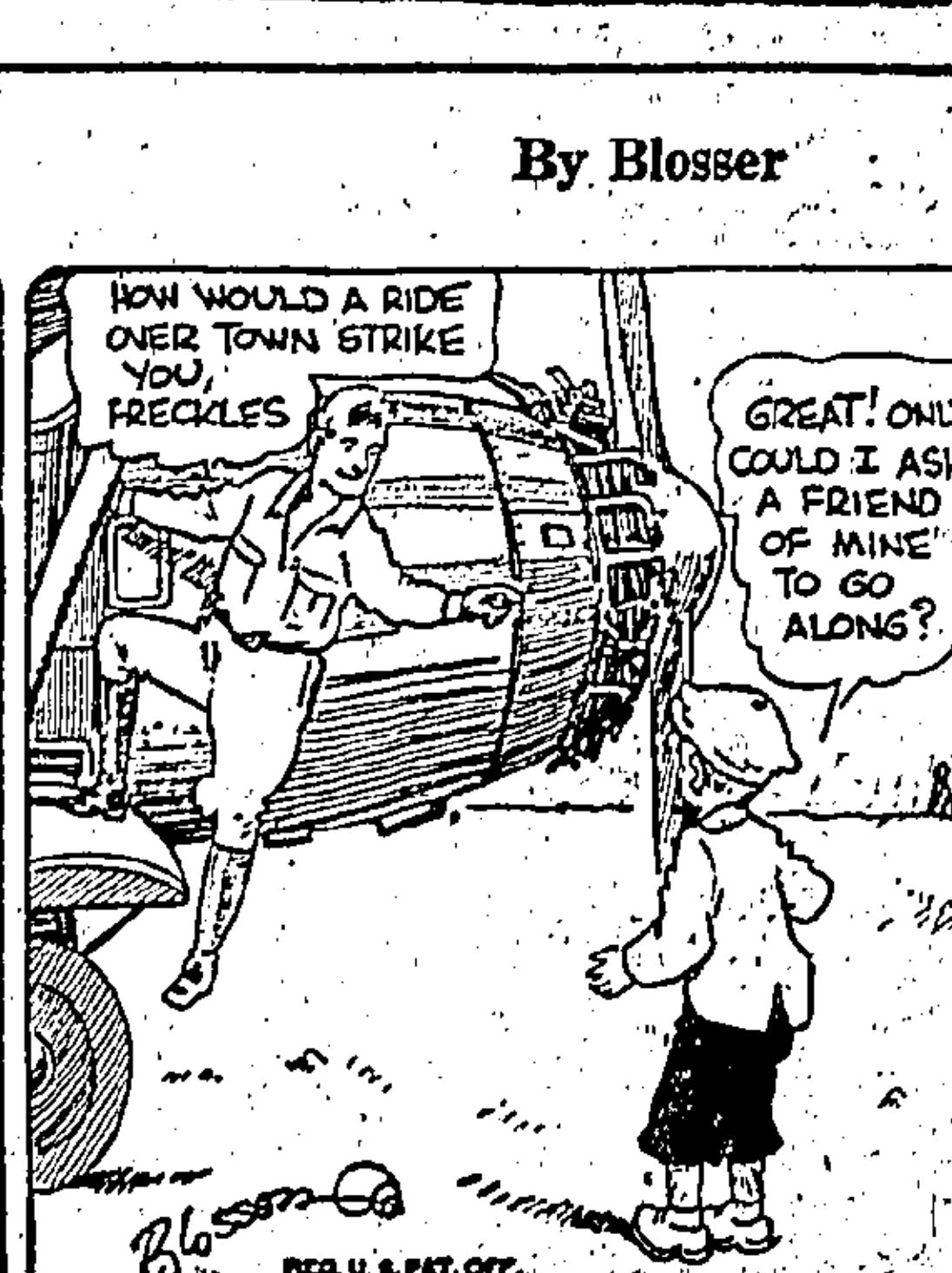
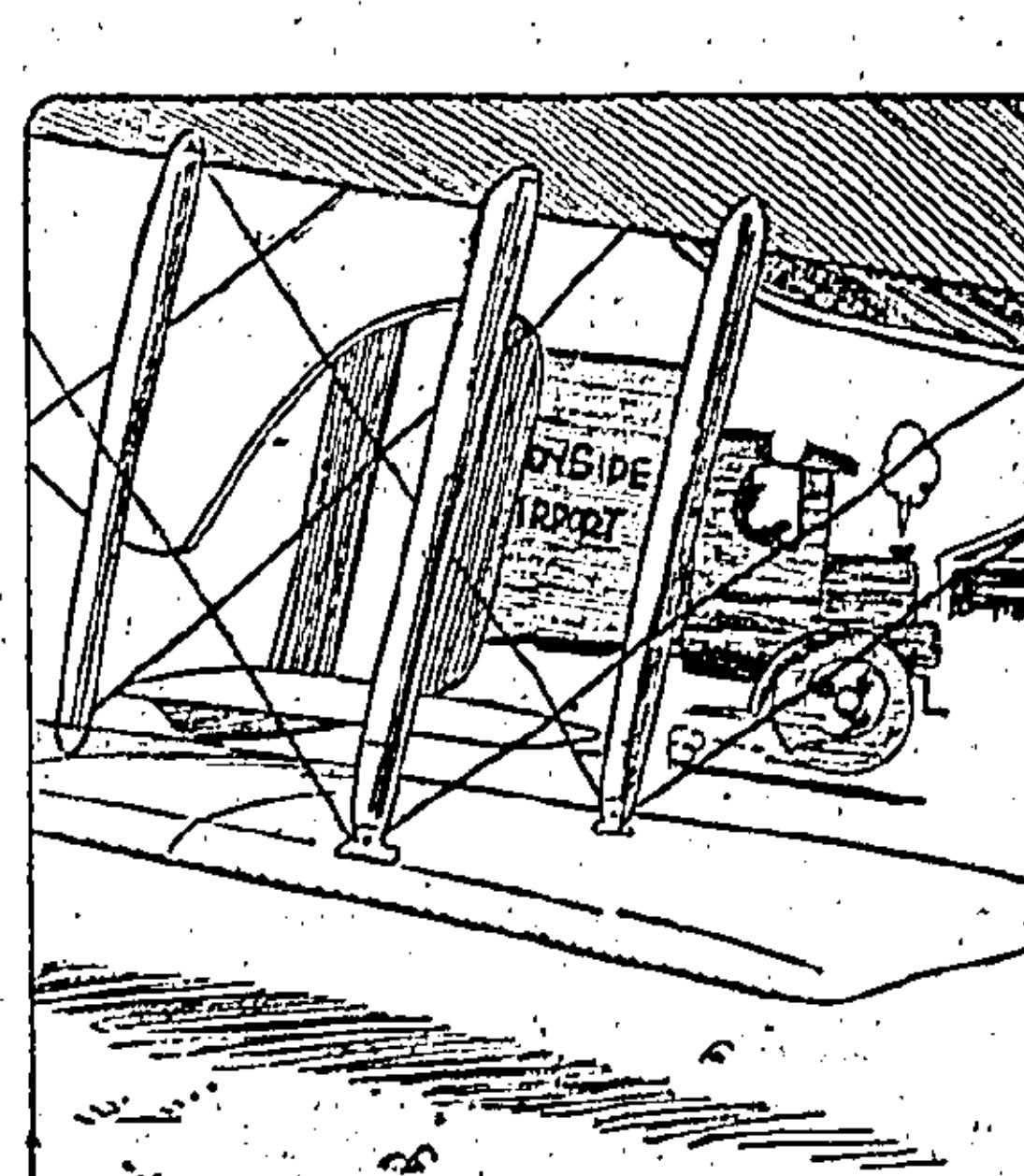
(FLETCHER & CO., LTD.)

Asiatic Building. Tel. 20345. 26, Queen's Road.

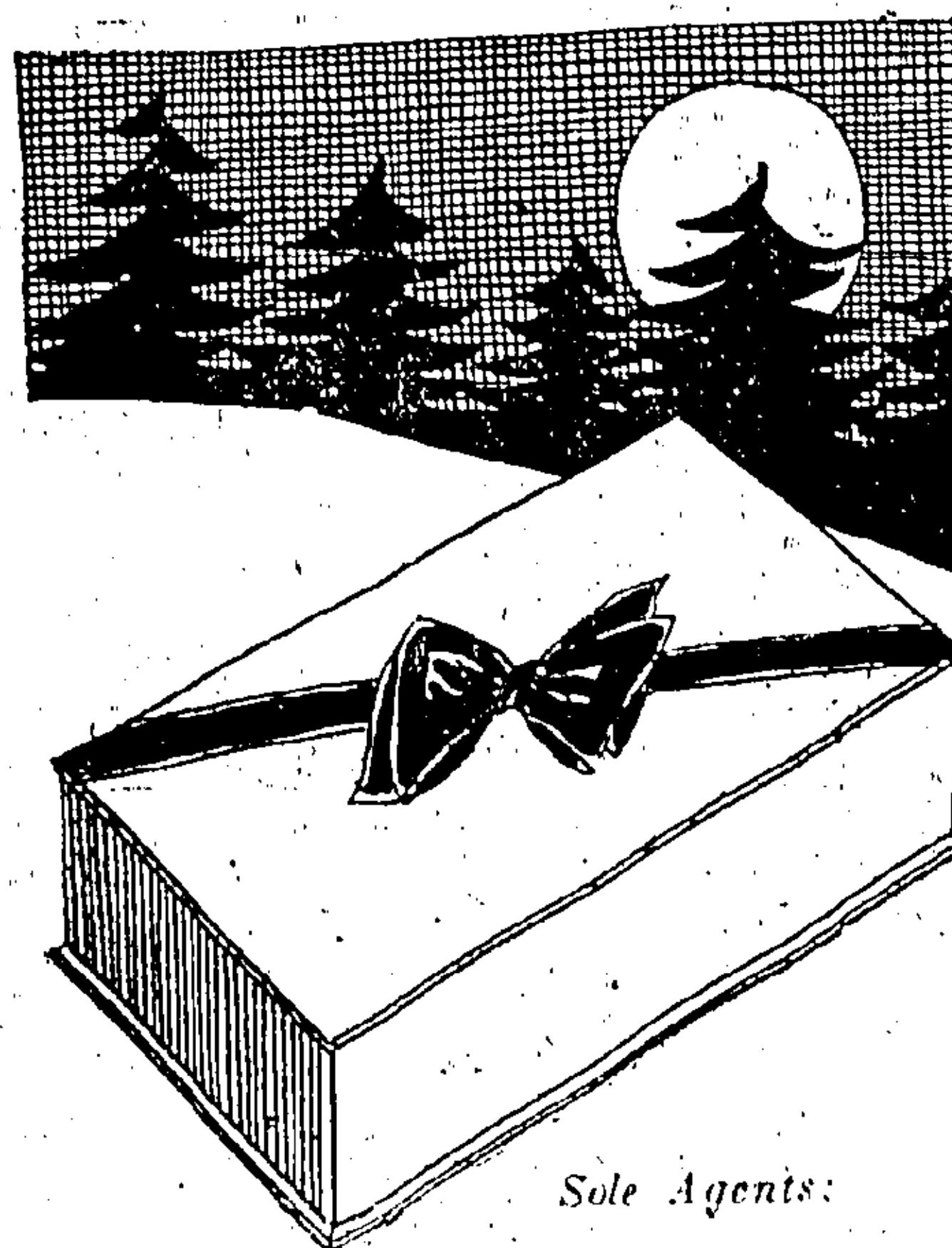
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Freckles Is Considerate



By Blosser



A. S. WATSON & CO., LTD.
The Hongkong Dispensary

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POPULAR LONDON STAGE
&
CINEMA PRODUCTIONS
on "H.M.V." Records.

C-1858) "Silver Wings" Vocal Gems
Light Opera Company
C-1872) "The Three Musketeers" Selections
New Mayfair Orch'
C-1890) "The Three Musketeers" Vocal Gems
Light Opera Company
C-1887) "Show of Shows" Selections
New Mayfair Orch'
C-1893) "Puttin' on the Ritz" Selections
New Mayfair Orch'

Plenty of other interesting records arrived
in the same shipment—let us send you a
complete list.

S. MOUTRIE & CO., LTD.
Chater Road.

BLANKETS
OF FINE QUALITY
ALL PURE WHITE WOOL WITH
BLUE HEADINGS BOUND BLUE SILK.

SINGLE BED SIZE 7
\$37.50 to \$60 pair.

MEDIUM BED SIZE 8 to 9
\$55.00 to \$95.00 pair.

DOUBLE BED SIZE 11
\$72.50 to \$95.00 pair.

Camel Hair Blankets

FAWN WITH KEY BORDERS

Size 60" x 83" 3½ to 4½ lbs. each

A BEAUTIFUL BLANKET.

Each **\$18.50 to \$39.50** Each

We have only a Limited Stock
so an early call is advisable.

Lane, Crawford, Ltd.

Sole Agents:

Finest
English
Chocolates
by
Clifton

Exquisitely
packed in
beautiful
boxes.

New Styles
and
New Flavours

USED CARS

MAY BE

GOOD CARS

THESE ARE!

STUDEBAKER BIG SIX

7 Pas. TOURING 1924 MODEL

PRICE \$800.

STUDEBAKER BIG SIX

7 Pas. TOURING 1925 MODEL

PRICE \$900.

STUDEBAKER

STANDARD SIX

5 Pas. TOURING 1926 MODEL

PRICE \$1,000.

CHEVROLET SEDAN

5 Pas. 1928 MODEL

PRICE \$1,100.

THE HONGKONG HOTEL GARAGE.

The Hongkong & Shanghai Hotel, Ltd.
Incorporated in Hongkong.
25, Queen's Road, C. and Stubbs Road.

The Hongkong Telegraph.

SATURDAY, NOV. 8, 1930.

CHIANG KAI-SHEK AND CHRISTIANITY.

Whether looked at from the strictly religious or the religio-political point of view the recent reception of Chiang Kai-shek into the Christian Church is an event of the first magnitude. It was unforeseen, and although it was carried out in comparative privacy, yet the high position of those who were present with him at the ceremony, and the extraordinary crisis through which the Christian movement is passing in present-day China, give a dramatic quality which inevitably suggests comparison with the only other conversion which is any degree parallel, the conversion of Constantine when, after three hundred years, at least the Roman Empire gave a nominal allegiance to the Christian religion. Perhaps never in history has the ruler of so large a proportion of the people of the globe accepted the Christian name. It may be freely acknowledged that Christianity has a long way to go before China can be in any sense described as a Christian country, and that Chiang Kai-shek cannot in any way carry the country as a whole with him. Yet nothing can deprive of significance the fact that within a few weeks of the most terrible martyrdom of modern times the cause for which the two Fukien ladies suffered has won as recruit the first person in the nation.

It is impossible at this stage either to estimate the motives or to gauge the consequences of this event. We cannot say that the motives are not purely religious. Were it not that the Marshal had made his profession at a time when the Kuomintang seemed to be making a marked attack on the Christian system of education, and when the Tang Pu at Nanking had shown a distinctly anti-Christian bias, it might have been thought that the religious motive was mixed with the political. What must also have been almost excessive absorption with military affairs and the exceedingly complicated diplomacy which has accompanied them would also suggest that the Marshal must have had little time for the quiet study of the doctrines of the Christian faith. Yet when we come to ask what the political motives can have been it is not easy to put the finger on them.

As parties are alienated at present, it might mark a move to the right. It certainly emphasises the antagonism of the Government to Communism and its abhorrence of the crime in Fukien. It might also be said that the adoption of Christianity would facilitate the relations of the Nanking Government with foreign nations by removing the suspicion that there is in it either reactionary dislike of things, including religion, which come from abroad and a welcome to truth from whichever direction it comes, or, on the other hand, that it was becoming so radical that it threatened a breach with the more sober elements in international life. It is not impossible that in the way of sympathy these political considerations may have had weight:

but we incline to the view that unless there were genuine conviction of the truth of the religion adopted, they would have had little influence. Probably conviction has come through personal relationships with Christians, one of whom in the person of his wife is in the closest domestic relation, while two others in the persons of the Foreign Minister, Dr. C. T. Wang, and the Minister for Finance, Mr. Soong, are in the closest official relationship.

How much must eventually be put down to the far-seeing earnestness and policy of the wonderful figure who has been behind the fortunes of the Revolution as mother-in-law both of Dr. Sun Yat-sen and of the present head of the administration, another of whose daughters is married to Dr. Kung, the Minister of Industry, and whose son is the capable Minister of Finance, is not yet clear. She is, however, already a figure of romance to the Chinese mind. She, her brilliant daughter, and their circle have doubtless brought to bear a natural influence, and the Marshal has come within the circle of religious forces the strength and reality of which he doubtless had little conception when he first approached them.

Educational Problems.

Professor Ernest Barker, the noted political scientist, committed himself to a rather remarkable criticism recently when he deprecated the potential spread of university education among English youth. The view is so astonishing that it might well be queried whether the learned professor was jesting. But he was unequivocal about it, declaring that if university education is given to too many people, two results appear—one, the universities are congested and their teaching becomes mechanical, and two, inadequately employed intellectuals are developed and become the germ of revolutionary movements, political and economic.

Professor Barker is almost as severe a critic of the positive effect of education as Oscar Wilde was of its negative effect. It may be recalled that in "The Importance of Being Earnest" Wilde remarked that "while the whole theory of modern education is unsound, fortunately in England at any rate education produced no effect whatever." For the peace of mind of many, there is ample reason to disagree with the conclusions of both. It seems reasonable to suggest that if there is a danger of universities becoming overcrowded, extensions might be effected as a beginning. Equally, it seems absurd to suggest that higher education should be so circumscribed that there should be no murmur of any kind from the "proletariat" in the future. What is really required is the formulation of educational plans which will strike an even balance between practical or vocational training and the classical or aesthetic. It must be remembered that learning for the purpose of earning a living is only one of the channels through which education expresses itself. Education for leisure is just as important. It is the only way to make leisure a social asset.

DAY BY DAY

THE MAN WHO CAN MAKE UP HIS MIND QUICKLY MAKES UP OTHER PEOPLE'S MINDS FOR THEM.—G. H. Lorimer.

It is notified that the name of the Wai Hing Company, Limited, has been struck off the Register.

It is notified that Mr. J. D. Lloyd resumed duty as Superintendent of Imports and Exports, on 31st October.

The annual ball of the Hongkong St. George's Society is to be held at the Peninsula Hotel on Friday 6th next.

His Excellency the Governor has appointed Mr. R. A. C. North to be Chief Assistant to the Secretary for Chinese Affairs.

His Excellency the Governor has appointed Mr. R. R. Todd to be an Assistant Superintendent of Imports and Exports.

The Gazette intimates that as from Monday, November 10th, Murray Pier will be closed to traffic until further notice.

Mr. Douglas D. McKay arrived here by the s.s. President Pierce yesterday to join the lumber department of the Robert Dollar Co.

The Government is inviting tenders for Aberdeen lower pumping station. This is in connexion with the Aberdeen Valley waterworks scheme.

His Excellency the Governor has appointed Mr. T. M. Hazlerigg to act as Land Officer and Lieut.-Col. Frederick Eaves, D.S.O., to act as Assistant Land Officer.

A bankruptcy notification states that a first and final dividend of 88 per cent has been declared in the matter of the Yue Wo Hing Firm, contractors, of 34, Swatow Street, Hongkong.

The silk forwarded from here by the Empress of Asia on the 15th October arrived in New York (St. John's Park) and Hoboken on the 6th November, having been 22 days in transit.

The office of the American Trade Commissioner has been removed from the temporary location at the American Consulate and permanent offices established in Exchange Building, Des Voeux Road Central, (Telephone No. 22847).

Paragraph (1) of Regulation 14 under the watchmen ordinance has been rescinded and the following paragraph substituted therefor:—"Every employer of a police watchman shall on or before the last day of each month pay to the Treasurer in respect of each police watchman who shall have been in his employment for any part of such month, other than as a casual watchman, the sum of \$2 per month or part of a month for police supervision."

MARGERY LAWRENCE, the Novelist on MAN THE INCONSISTENT.

WHO said man is consistent? I declare him to be glorious, completely, and conspicuously inconsistent! It is fortunate that women, as a whole, take man and his opinions with a pinch of salt—for if, in truth, we were to be guided by them we should find ourselves very often in a pretty quandary. He contradicts himself as a habit, and changes his opinion with every wind.

If a "superfluous woman" may neither work nor remain idle, what does man suggest she is to do with her life?

If a woman marries a poor man and has more children than he can support or educate, she is wrong again—it is wrong to have children one cannot afford; yet if she marries and declines to have a child she is even more hideously wrong. In our grandmother's day man raised an outcry against woman's lack of brains and education. Now that she has educated herself to his level, he growls because she occasionally cuts him out at his own job. When she was simply wife and mother he grumbled at her "dulness." Now he grumbles more loudly still because, having come out of the kitchen, and the nursery, she is not minded to go back there, except for visits to see that all is well.

In the days when woman adopted a pose of swooning artificially, she was sneered at for weakness and folly—now she has cast aside that pose, behaves as she thinks right, and expresses her opinions frankly and freely, she is attacked for being "crude," "hard," and "unwomanly!" If we use make-up, we are attacked for that. And if we, in despair, leave our noses to shine, as natural noses are all too prone to do, the inconsistent male sniffs and remarks that "of course English-women never look as *soignee* as French?"

You exhort us to be "natural." To wear "sensible" shoes with low heels, to adjust flimsy underclothes, as well as rouge and powder. You declare that the smell of perfume makes you sick and that no nice woman needs anything but soap and water. You implore us to be "true to ourselves" (whatever that cryptic phrase may mean). Never to pose, tell lies, or flirt. Yet if we are ever foolish enough to follow your advice to the letter we find ourselves left at the post for some typical minx in French heels and flimsies, coated with make-up, diffusing perfume like a hothouse, and beguiling you with every lie known to Eve!

Perhaps it is a good thing for us that we never take your strictures too seriously, but go our own sweet way, smiling a tolerant smile, and knowing that, in the long run, you may criticise, jeer, expostulate as you will, but in the end you will follow, as you have always done, in our train—even if you dislike the length of it!



"The quest for beauty makes us all kin, Mr. Turps... I'm reducing."

STUDEBAKER

"SIX" 10-horsepower
114-inch
wheelbase
It's a COMFORTABLE car—with hydraulic
shock absorbers, long springs, deep cushions
generous head and leg room.

HONGKONG HOTEL GARAGE.

The Hongkong and Shanghai Hotels Ltd.
Incorporated in Hongkong.
25, Queen's Road Central. and at STUBB'S RD.



Hongkong Telegraph.

Pictorial Supplement

November 8th, 1930.

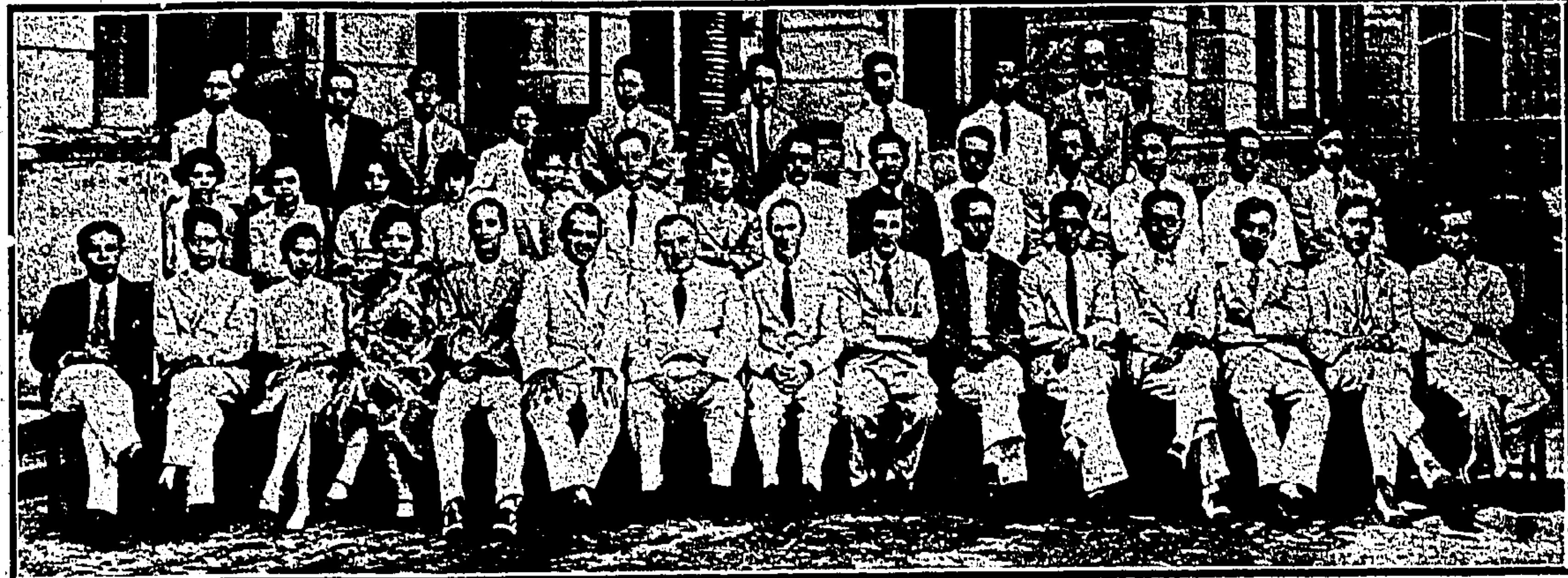
YOU HAVE THE COURAGE TO
INVEST MONEY IN MER-
CHANDISE----- TELL
THE PUBLIC ALL ABOUT IT!

In other words—

ADVERTISE IN
"THE HONGKONG TELEGRAPH."



This night photograph of Hongkong island, with the Shamshui Po military camp in the foreground, makes an interesting study. It was taken by A. Leung, photographer, of Haiphong Road.



Group of members of the Hongkong University Education Society, taken recently. Mr. W. W. Hornell, Vice-Chancellor of the University, is seen seated seventh from left in the front row. (Photo: A. Fong.)



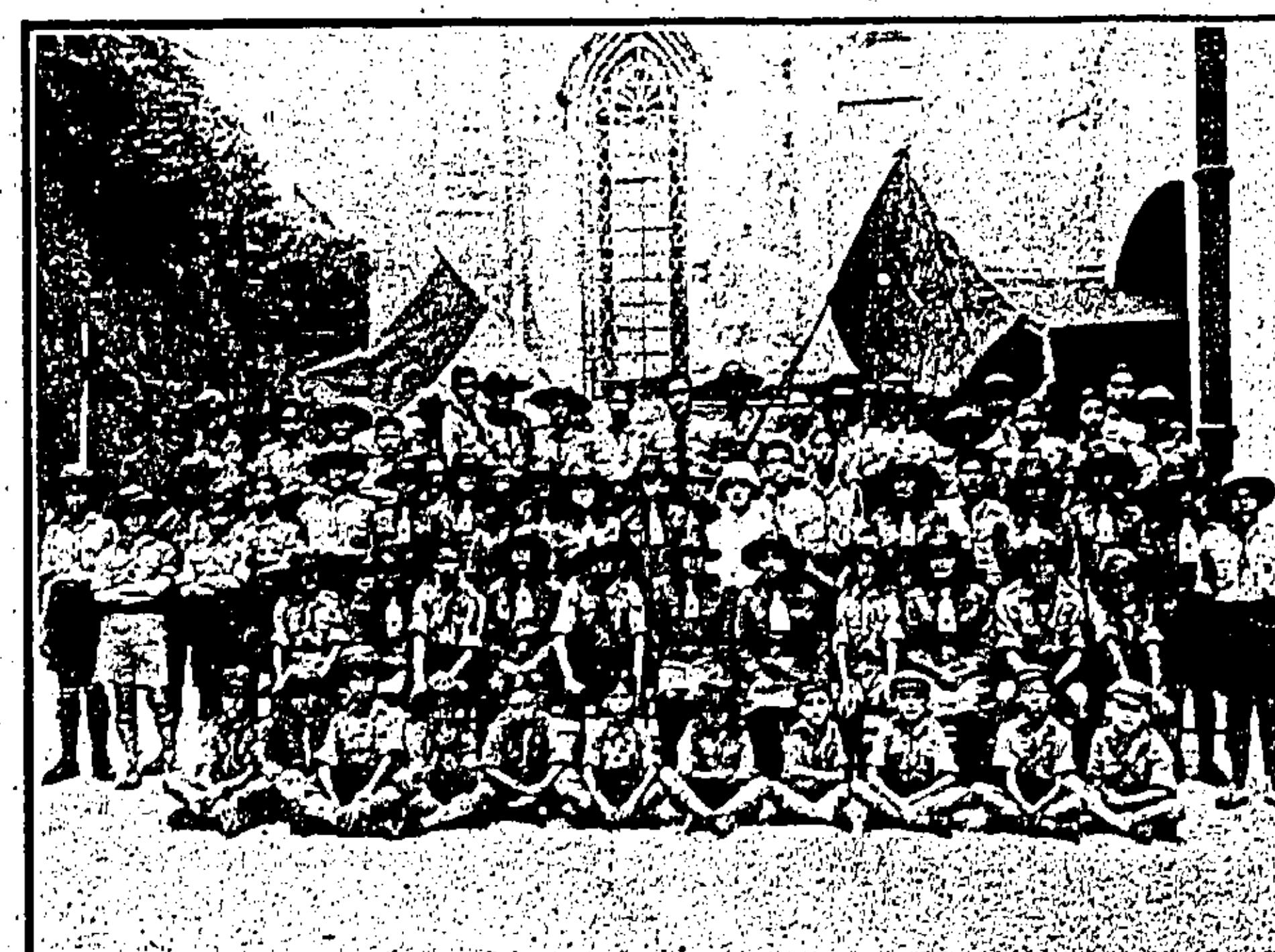
Here are seen members of the newly-formed Company of Catholic Girl Guides, the 5th Hongkong Company. (Photo: Ming Yuen Studio).



Ladies met gentlemen in a hockey match at King's Park last Saturday, when the Hongkong Ladies' Hockey Club fielded a team against the Y.M.C.A. second eleven. Above are seen some snapshots taken during the course of the game. (Photos: Mee Cheung.)



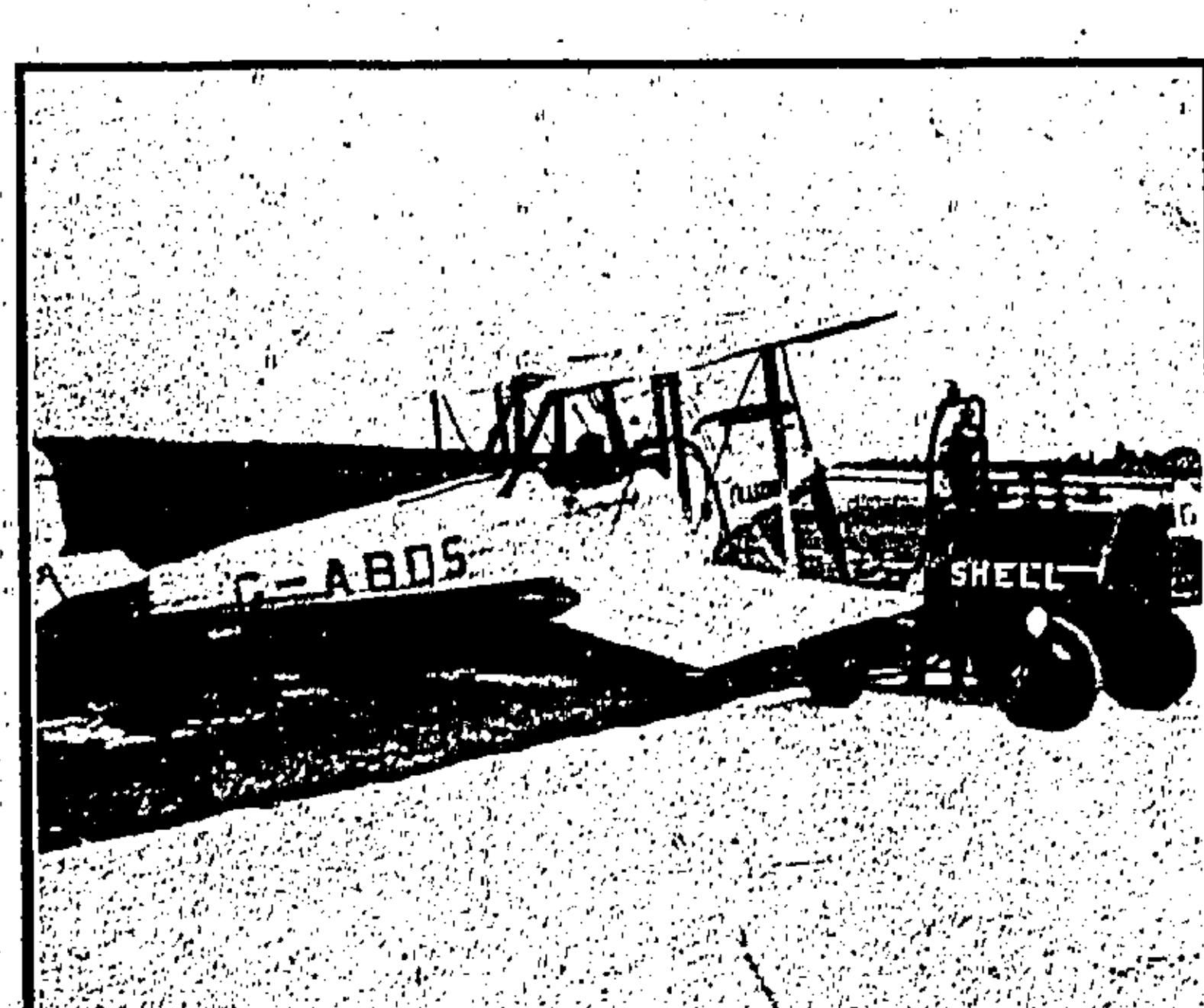
Above are seen the Hongkong Ladies' Hockey Club team which met the Y.M.C.A. second eleven at King's Park last Saturday. (Photo: Mee Cheung.)



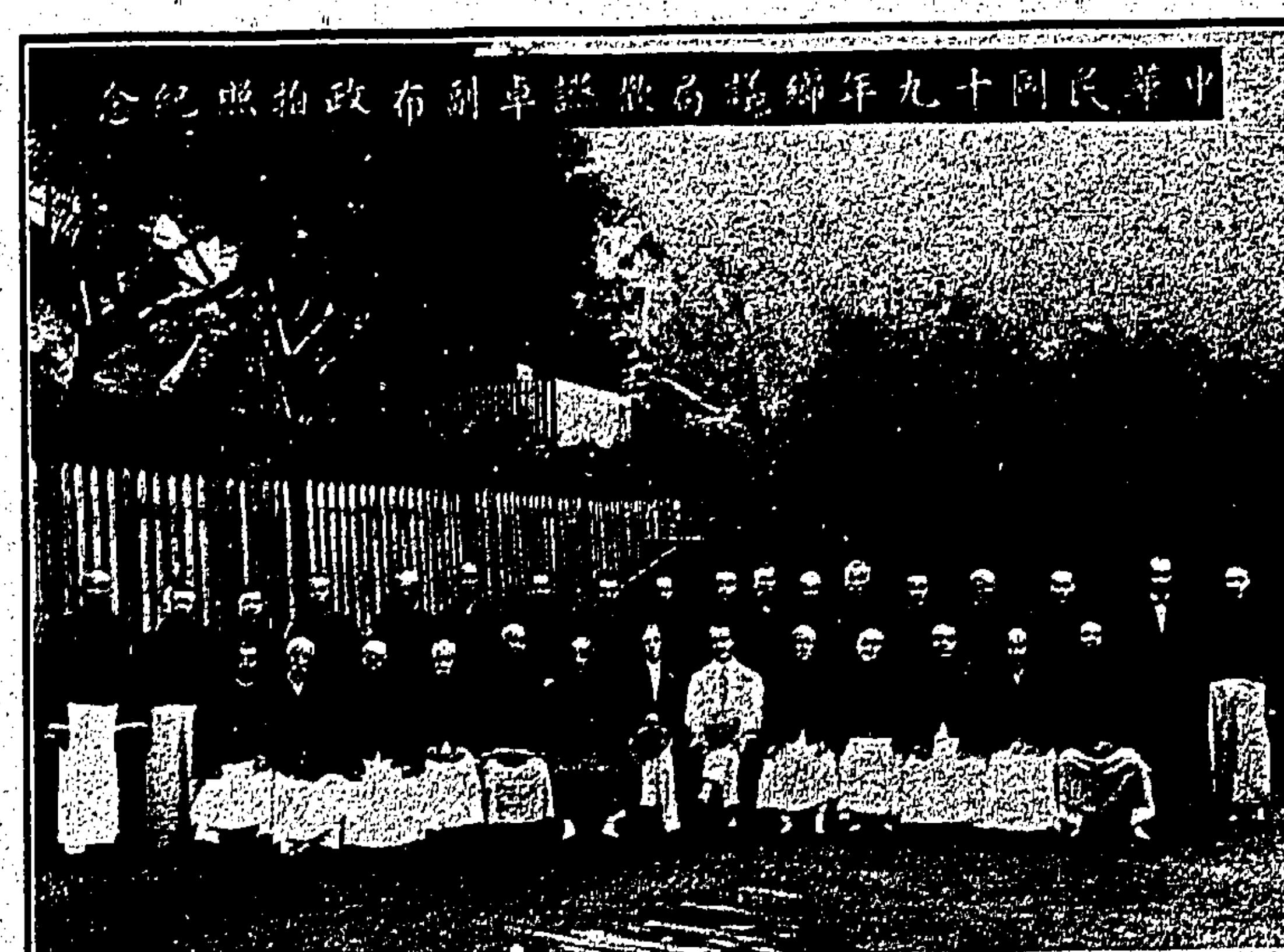
Group taken on the occasion of the renewal of promises by the 16th Hongkong Troop of Boy Scouts and Catholic Girl Guides, taken in the Catholic Cathedral compound when High Mass was celebrated on the Feast of the King of Kings. (Photo: Ming Yuen Studio).



Group taken at a tea party in honour of H.E. the Governor and Lady Peel at the residence of the Hon. Sir Shou-son Chow at Aberdeen. Left to right: Standing, Mr. Li Chor-chi, Mr. G. W. A. Tufton (Private Secretary), Mr. A. E. Wood, Hon. Mr. Kotewall, Hon. Sir Shou-son Chow, Mr. Chow, and Capt. Cameron; sitting, H.E. Major Gen. Sandlands, Mrs. Chow, Mrs. Creasy, H.E. the Governor, Lady Chow, Lady Peel, Mrs. Kotewall and Brigadier Gen. Borrett. (Photo: Mee Cheung.)



On the right, the Hon. Mrs. Victor Bruce is seen at Heston Aerodrome with her plane by which she has flown to the Far East. The photograph was taken on September 25th, the day on which she started out on her long flight. On left, her plane is shown taking on supplies of "Shell" spirit. Portable refuelling pumps of the type seen will soon be available at Kai Tak Aerodrome.



This group was taken recently after a tea party given at Tai Po Market by the New Territories' Heung Yi Kuk (or elders) to Mr. D. W. Tratman, who is seen seated in centre with Mr. Wynne Jones, the District Officer, on his left. (Photo: A. Fong.)

MOTHER OF LOST AIRMAN.
Mme. Nungesser Meets Wives of Atlantic Fliers



One of the first to send congratulatory flowers to Mesdemoiselles Coste and Bellonte after their husbands' recent Atlantic flight was Mme. Nungesser, mother of Captain Charles Nungesser, French war ace who was lost during his attempt to span the Atlantic in 1927. Mme. Nungesser here is shown, left, with Mme. Coste, centre, and Mme. Bellonte as the aged woman visited them in the Coste home in Paris. She is showing them the military tunic of Captain Nungesser, with its many decorations.

While Dleudonne Coste was touring America to the plaudits of admiring millions, two aged women in France followed reports of his every movement, prayed over their rosaries for his safety, and eagerly awaited the day when "Doudou" would come home.

One of these is the famous flyer's own mother, whose humble home in Caussade has become a sort of shrine for the peasant folk who can think and talk of nothing else but their "d'Artagnan of the Air."

The other woman is the "gold star mother of Atlantic flying"—Madame Nungesser, whose son, the French war ace, was lost in May, 1927, when he and Captain Cohl attempted to fly to New York. Her home in Paris is an humble one, too, but she has turned it into a museum to the memory of Captain Charles Nungesser. On the walls are autographed photos of other gallant heroes of

Atlantic crossings.

"While Charles was preparing for his flight he often said to me that if he should die, the one man of France who would avenge him was Coste," she explained. "Now his prophecy has been fulfilled."

"The day before this brilliant flight, Coste came to me with Bellonte, and as he embraced me he said, 'I shall think of him who has shown me the way when I fly over the great waste.'

"If only Charles were here now. He believed so firmly that a Frenchman should, and would accomplish what he set out to do. I am happy now because it has happened as he wished it to happen."

For many months after Nungesser and Cohl disappeared, Mme. Nungesser refused to accept the theory that they were dead. But time has softened this suffering and anxiety, and she is able now to live with his memory.

Give Baby Nature's Own Food. Material milk is pure and germ free and contains everything Baby needs to build bone and muscle and flesh. There is no substitute equal to it.

Doctors, nurses and mothers testify that when "Ovaltine" is taken by the mother before and after the birth an adequate supply of rich milk is assured. The mother is enabled to maintain her strength and to feed baby naturally and easily. Nutritional diseases, such as rickets, are prevented and baby is assured of happiness and healthy development.

"Ovaltine" contains the rich nourishment extracted from ripe barley malt, creamy milk and new laid eggs. It makes a delicious and easily digested beverage.

OVALTINE

TONIC FOOD BEVERAGE

Builds-up Brain, Nerve and Body

A.P.B. 15.

We Specialize
in every form of
Insurance

China Underwriters, Ltd.

Insurance Service
means MAXIMUM SAFETY
—at Lowest Cost.

HOUSE PURCHASE SCHEME
Combined with Life Assurance

SAVE RENT
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These pictures show Dr. Michelson and the middle-long vacuum tube through which a beam of light will be projected in order to check the speed at which light travels. The chart above shows the number of years required for light to travel from the earth to various stars, assuming that light travels at speed of 186,284 miles a second.

For 50 years Dr. Albert A. Michelson, internationally known scientist, has studied the problem of light and now, at the extensive Irvine ranch near Santa Ana, California, he is concluding his most famous achievement—the calculation of light's speed.

In 1926, Dr. Michelson performed the seemingly impossible feat of measuring this speed and arrived then at the figure accepted throughout the world—299,796 kilometers a second, or, roughly, 186,284 miles a second.

Since all solar distances are computed on the speed of light, one interesting effect of the famous scientist's new researches may be to change the distances of the sun and the stars as we now know them. For example, the distance to the nearest star (Alpha Centauri) is four and one-half light years, or 25,000,000,000,000 miles, and thus even the slightest correction in the speed of light might change this distance by many millions of miles. It is even possible that a change of 1,000 miles or so might be made in the distance to the sun, which is now calculated at 93,000,000 miles.

The present figure of 299,796 kilometers a second, says Dr. Michelson, is not more than 50 kilometers off. Why, then, you might ask, does the physicist return to his tests?

First Test "Too Easy."

First, he wishes to check his previous results because he thinks they were too simply arrived at—certainly a paradoxical situation! And second—this, too, reveals the passion for truth of the scientific mind—Dr. Michelson was not certain of the distance

over which the light beam was measured in its flight. The tests were conducted by flashing light beams between two mountain peaks near Los Angeles, Mount Wilson and Mount Baldy, 22 miles apart.

Before Dr. Michelson arrived, the U. S. coast and geodetic survey spent weeks in calculating an exact 22 miles, and Dr. Michelson was satisfied with their statement that the measurements were correct.

But when—if ever—the world of science asks "Did you measure the distance yourself?" the doctor will not be able to boast that he did—hence the construction of a \$40,000 iron tube one mile long and the second test.

Although seemingly a tremendous problem in mathematics, Dr. Michelson asserts there is little of complexity to his experiments.

Uses Mirrors.

A beam of light races up and down the mile-long vacuum tube. It flashes back and forth on revolving mirrors set inside the tube, making in all five round trips—or 10 miles.

Emerging from the tube it is caught again on the revolving mirror. The mile between his mirrors can be measured with an error of less than one-sixteenth of an inch and can be checked with ease.

Prior to Dr. Michelson's earlier research, light speed was measured by the calculated distance into trouble."

of some astral body—such as the sun. Now this procedure is reversed and the distance of stars, planets and such is measured by the light speed formula, which increases accuracy greatly.

"My formula is correct within one part in 200,000, approximately. The previous measure was accurate within about one part in 5,000," explained Dr. Michelson.

"Three factors enter into the observations, the mirrors, the intervals of which the tests are made and the observers. I do not plan to make any of the tests myself, and probably will be directly connected with the experiments only if my assistants get

WORLD'S BEST GOLFER. BOBBY JONES STILL QUITE BOYISH.



Bobby Jones, though he's a grizzled veteran in point of service, is still quite boyish. Look at the facial expressions in the pictures here which were taken just after the young man had won the British Open championship. Above he's shown, speaking his piece, just like little Wilfred at a school prize-day, but this speech was an acknowledgement of the British golf trophy. Below, he might be little Wilfred himself, holding the prize awarded for being the best speller in his class, but the fact is he is Mr. Robert Tyre Jones, Jr., with one of the world's greatest golfing prizes in his grasp. Above, left, he is being escorted by British bobbies after his victory, and is not really being arrested at all, though probably a lot of British golfers think he ought to be.

As to his abilities, the wind may be high, it may rain, the course may be long or short or hilly or heavily trapped, but still Bobby Jones will be the best golf player in the field.

If there are abnormal conditions he makes them work in his favour. His game is well rounded. He is one of the longest drivers in the world. When straightness of the tee is considered, few have ever seen his equal. His iron shots, perhaps, leave something to be desired, especially the shorter ones, but still they are far better than the average.

If there is a better putter in the world than Bobby Jones, he has yet to come into the limelight.



Winter Tweeds and Jerseys

New Suggestions for Your Winter Wardrobe.



I. a sports outfit done in a combination of several fabrics, green being the predominant colour.



HOW is your winter wardrobe coming along these days?

If it is not all planned, I should like to introduce to you the idea of becoming addicted to tweeds and jerseys, with a royal touch of fur here and there, and a bit of soft, colourful ribbon.

This winter's tweeds are quite as soft and supple as the jerseys, and the result is a ravishing range of unusual colours that are identical in the two materials.

Skirts are definitely longer. The numerous ways one-sided effects are achieved is worth noticing. Some are diagonal, some have their whole bodice and skirt different on the two sides.

Suits rarely take huge fur collars, but you will understand this change when you get into one of the newer suits, for the blouses always have some kind of original neck treatment, scarves or fancy collars or yokes, and only a small choker or military collar of fur seems appropriate.

I. EXCEPTIONALLY nice for a runabout outfit is the costume at the upper left, which uses tweed for the skirt, knitted striped wool for the blouse and for the coat, jersey faced with the knitted wool.

It is green. The tweed skirt—one of the new two-gored type, flaring at both sides—has two pockets.

Over the waistband of this green skirt fits the striped blouse, of two greens and white, with a waistband of knit webbing of the darkest green, matching the skirt. This blouse uses its stripes in an original manner, horizontally for the body part of the blouse, diagonally for a yoke both front and back, and diagonally the opposite direction for the scarf collar that knots in front, with long ends.

II. FOR your most sedate moments, there is the wine-red tweed suit, frock and coat shown at the right.

It has a skirt that fits like the paper on the wall until it gets low enough to flare, for walking comfort. Above this there is a beige twill overblouse, like a gilet, split in front where it fits down over the skirt, and belted with a wine-red leather belt. This blouse has a white pique collar.

The coat of this suit is low hip length, has cape sleeves and a choker collar and flaring cuffs of beaver. Topping it, a wine velvet beret sits far back on your head, showing your curls.

III. THE importance of the coat dress has been emphasized before and you may have one already. But there should be room in your wardrobe for the latest frock of this type, a lacy wool in bold,

modernistic design which is worked out in such soft colours as to be ravishingly charming.

Its material is important, being wool lace jersey, and its pattern is worthy of note also. It is of blue and beige, with the collar and all edges bound in blue. It buttons up the front with silver buttons and has a wide navy blue velvet sash belt, fastened in front with a modernistic silver buckle. This is a fitted frock, practically princess until a deep hipline is reached. Its collar has wide revers; notched deeply.

IV. IT is possible this season for you to satisfy that desire for a tweed coat that has no fur collar, the trickiest and loveliest models make collars of their own or contrasting tweed.

One such coat that I recommend to you as one of the smartest styles I have looked at, is of a purple blue mixture tweed, with a little of the softest cream yellow and quite a bit of black. It is a kind of salt and pepper material in hand-made homespun.

The coat is quite long, flaring so that it will stay shut without any trouble when you sit down. It has a collar, a novel collar with one side longer than the other, made out of plain blue tweed, of the same light purplish tone that the background of the mixture has.

V. ONE of the most striking costumes for autumn is a novel combination of rich red and black. The tweed of the suit is an unusually dainty and effective design made fitted and flaring. The coat is long and has black caracul banding from the collar to the hem. The banding makes a crushed collar.

There is a tuck-in blouse of black jersey, long-sleeved, made raglan, and both the collar and cuffs of it are made of black and white grosgrain ribbon, very effective and different.

The use of a black felt hat, with black gloves, purse and pumps emphasizes the unusualness of this costume.

VI. IF you are a golfer, you will enjoy the novelty of one of the new jumper suits of plaid tweed ratings, with a jersey or a flat, crepe blouse and a jacket of the tweed to fit over it.

The model at the lower right is a colourful blue and yellow plaid, in big squares, made to open the front and then belt shut with a navy blue patent leather belt. It has diagonal pockets in the flaring skirt and is cut with a V neck and bound armholes to display both the collar and sleeves of your blouse.

The jacket is slightly fitted, as is the jumper dress, indicative of the new femininity in sports wear. A navy blue felt beret, bound in yellow worsted, is suitable headgear for this outfit.



II. Intriguing indeed is this belted one-piece frock in wine-red and beige wool tweed, worn with wine-red coat and wine-velvet hat.



III. wool lace in a modernistic blue and beige pattern, with a dark blue sash of velvet and a felt hat.

IV. Smart but practical is this fall coat of blue tweed mixture, with a plain blue tweed collar.

V. a novel red and black knit tweed fall outfit, the coat being edged in a wide band of black caracul.



VI. jumper dress in blue and yellow plaid rating, with a long-sleeved shirt blouse in yellow wool jersey and a fitted jacket, a golf uniform.

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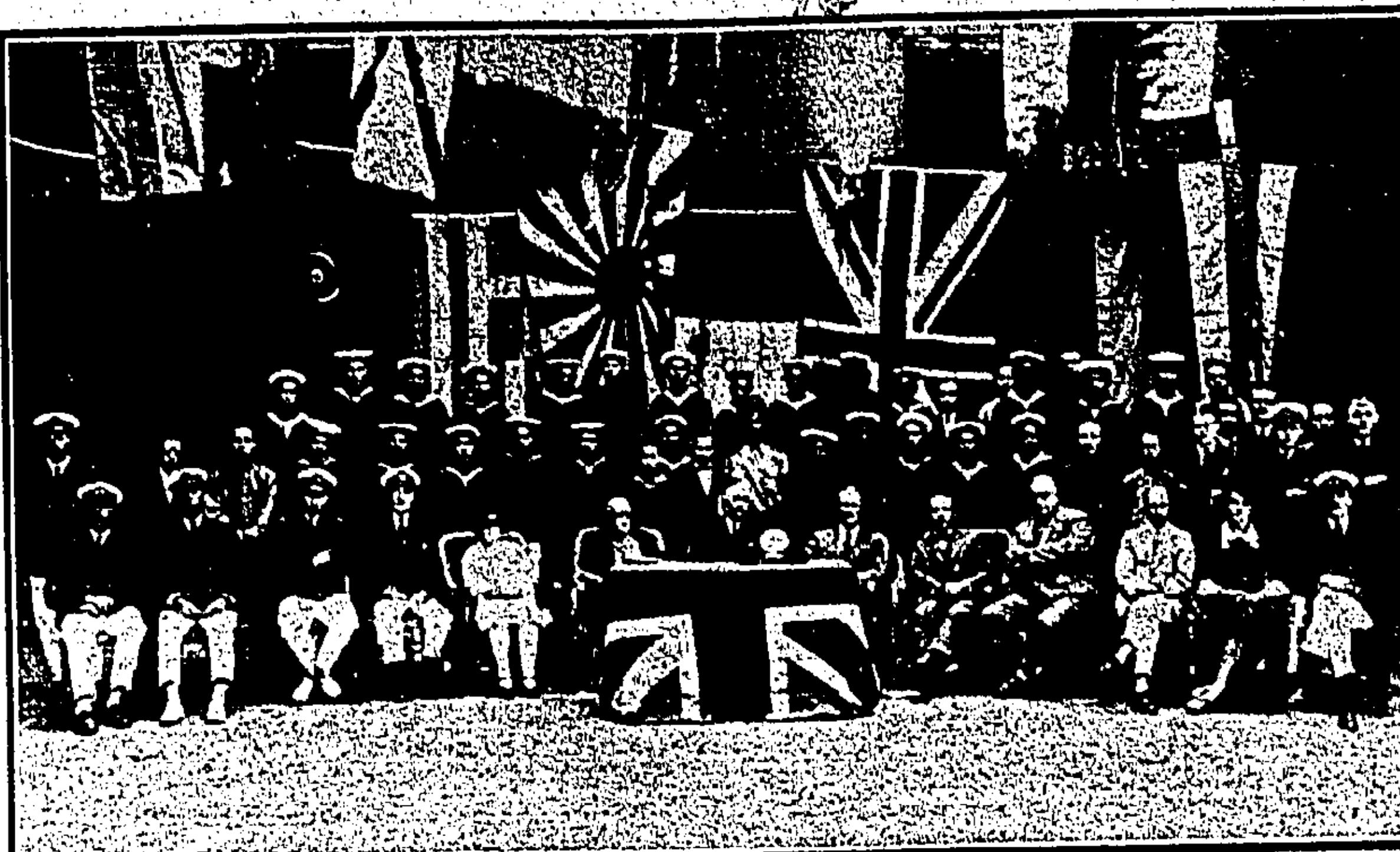
Hongkong Telegraph.

Pictorial Supplement

November 8th, 1930.

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This group was taken at the Harbour Office on Tuesday, when Mr. W. F. Hast, who is retiring after nearly thirty years' service in the lighthouses of the Colony, was presented with a Westminster chime clock, and Mrs. Hast with a necklace. (Photo: Ming Yuen Studio).



Studio photograph taken after the wedding, which took place at St. John's Cathedral on Saturday, of Mr. C. F. Chan and Miss Elsie Ten, of Sydney. Also in the picture are Dr. D. Laing, best man; Miss Rachael Wong, bridesmaid; and Dr. Y. Szeto, who gave the bride away. (Photo: Ming Yuen Studio).



At the Kowloon Cricket Club greens on Saturday, Mr. A. M. Holland won the lawn bowls championship of the Colony by defeating Mr. R. F. Luz by 21 points to 14. Above are snapshots of the game in progress. (Photos: Mee Cheung).



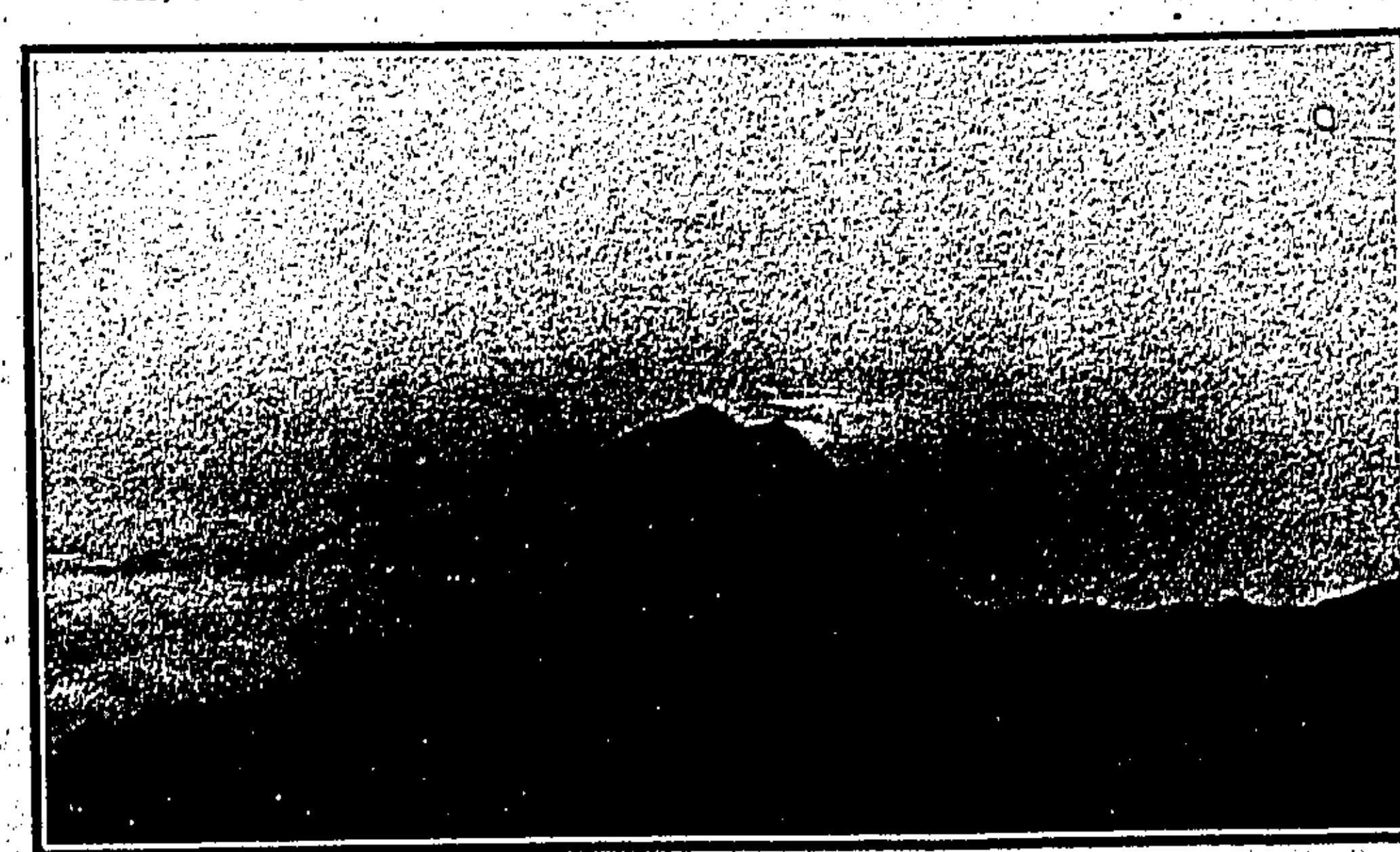
Hilmer Sommers, Jr., son of Dr. H. P. Sommers, Jr., on board the U.S. President Wilson after a journey of more than 13,000 miles and lasting over seven weeks. He is shown with other American students at Kishinevets, a well-known preparatory school in Pennsylvania.



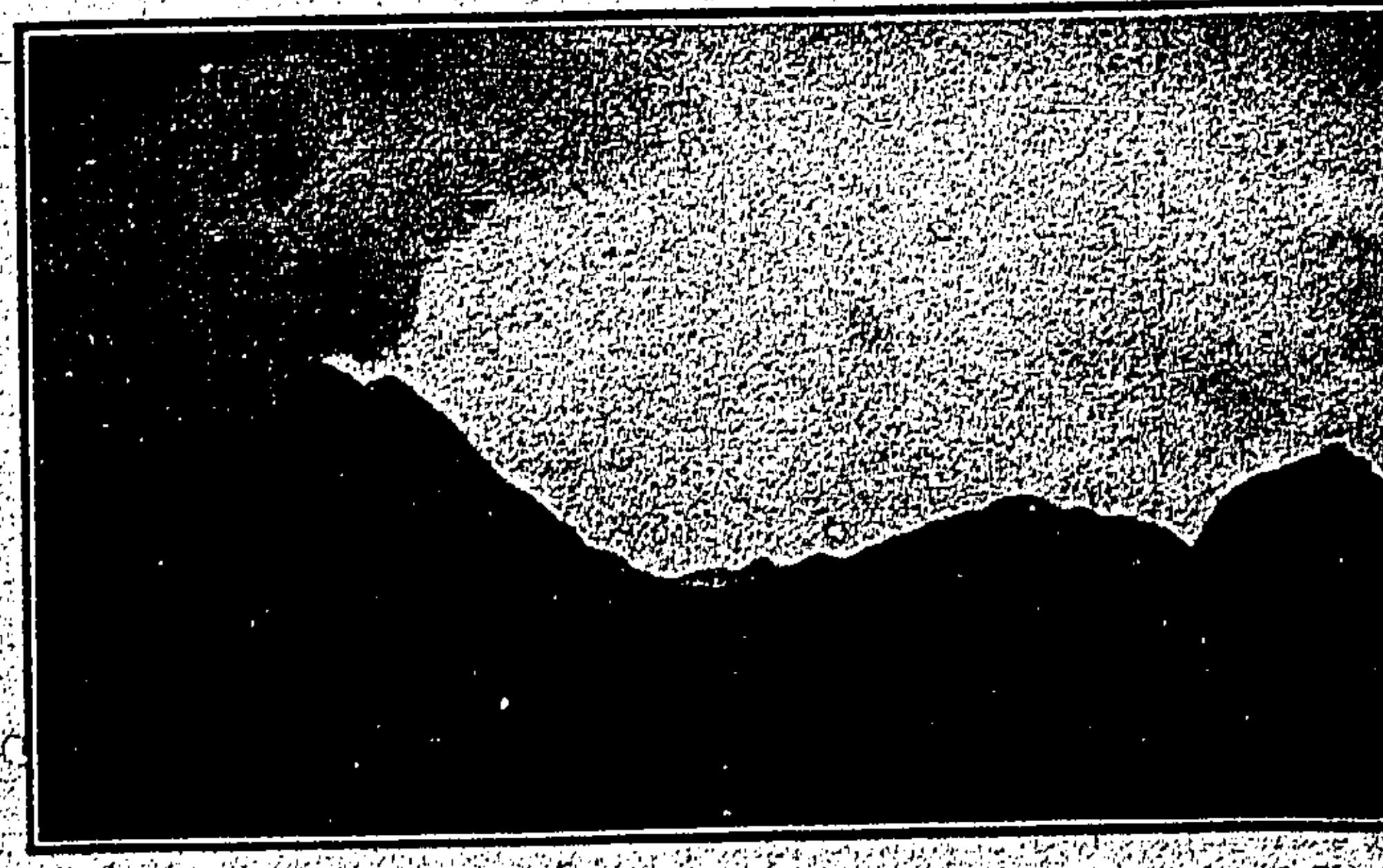
H.M.S. Tamar's water polo team, which in 30 games with other ships, was undefeated. Left to right: Back row: Cpl. Bonning, Marine Beer, Marine Brown, Sig. Lake. Centre: Commander Morris and Comm. Gnr. Scrivens. Front: Sgt. Brett, Ch. Yeoman of Sigs. Parker, Marine Handsome. (Photo: Mee Cheung).



This interesting group was taken at a farewell dinner at the Nam Tong Restaurant, China Building, recently, in honour of Rear-Admiral R. A. S. Hill, Commodore, Hongkong, by Captain Liu, staff officer of Admiral Chan Chak, Canton. Captain Liu is seen fourth from right in front row, with Rear-Admiral Hill on his right. (Photo: Ming Yuen Studio).

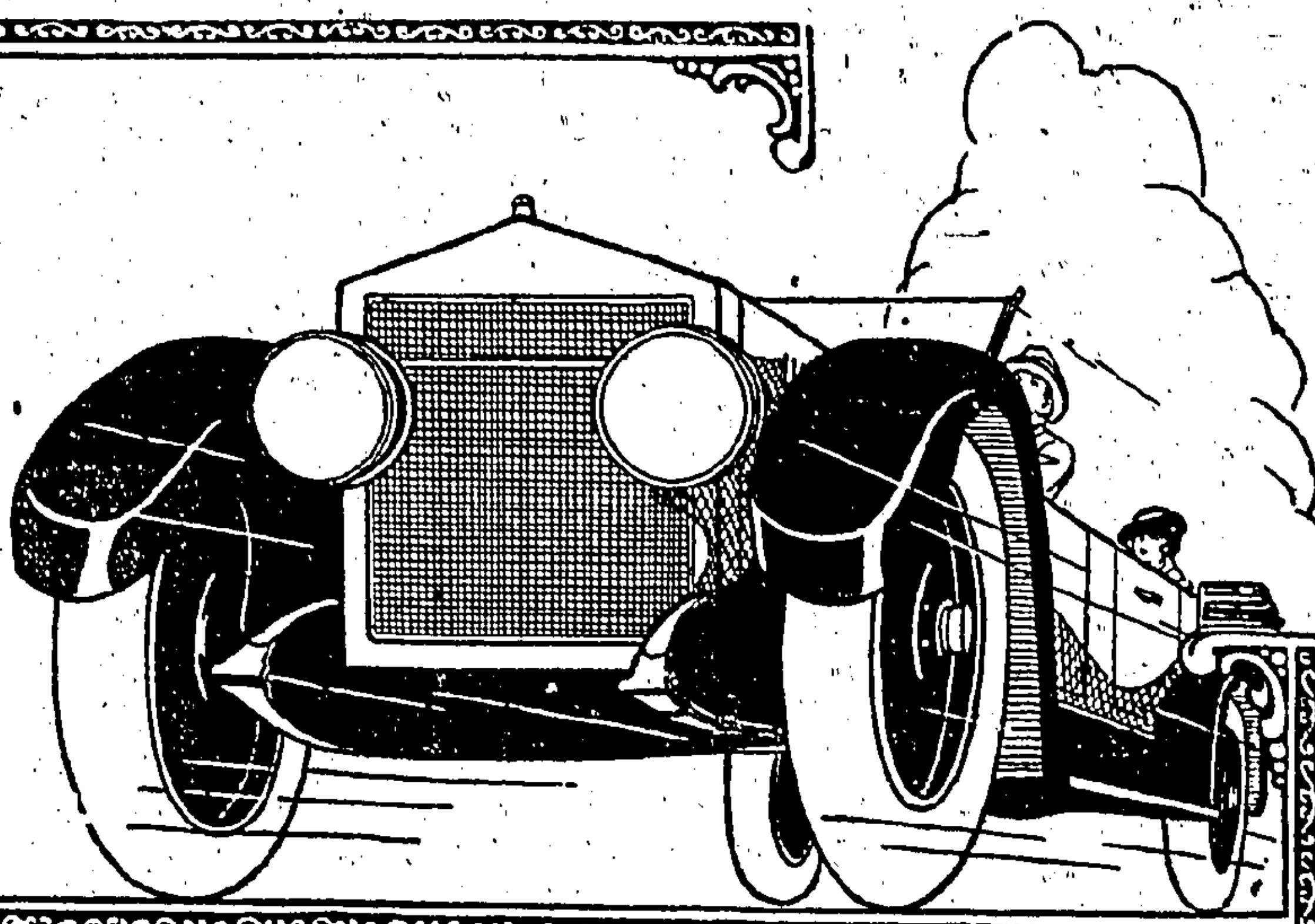
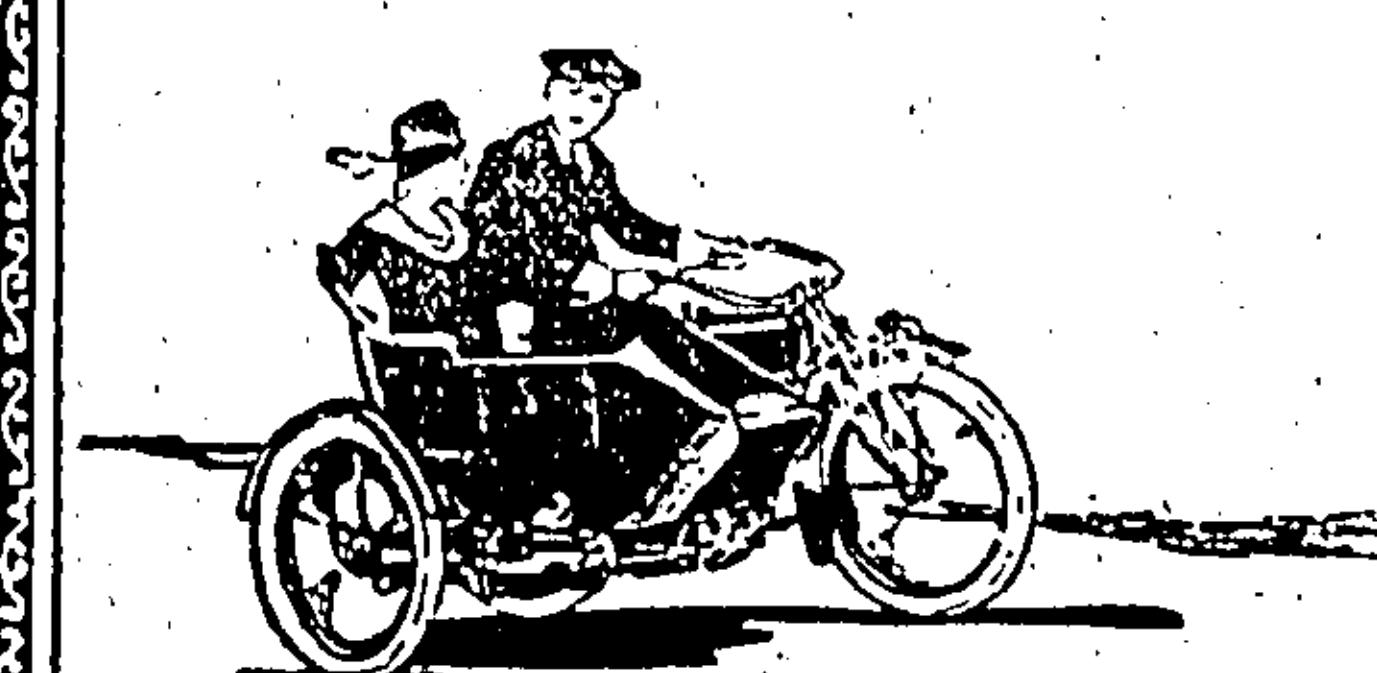


This effective picture taken recently at Lantau Island, showing fog encircling part of the peak, makes a charming study. The photograph is by courtesy of Mr. R. W. Smith.



This is not a picture of a volcano in action, but another study of Lantau peak forwarded us by Mr. R. W. Smith.

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH

SATURDAY, 8th. NOVEMBER, 1930.

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CURRENT COMMENT

Point Duty.

It has been suggested to us that Traffic Police stationed on important point duty, should be excused the necessity of saluting their superior officers who happen to pass by in cars. We entirely agree with the suggestion, for it does seem somewhat ridiculous that a constable should have to bother about saluting at a moment when cars may be needing all of his attention. We naturally appreciate the importance of discipline, but at the same time, we imagine that the officers entitled to salutes will themselves agree with the reasonableness of this suggestion.

Insurance.

One of the provisions of the new Traffic Act at Home is that motorists must be fully insured against third-party risk. Anyone who drives his car or lets anyone else drive it without being so insured will be liable to a fine of £50, or three months' imprisonment or both, and to disqualification from holding a licence for 12 months. None can object to this requirement, for it must be universally admitted that a motor vehicle can be a grave danger to pedestrians or to vehicle users themselves. The third-party risk is a serious responsibility to every motorist, and it is only common-sense that steps should be taken to adequately cover that risk. Motor vehicles are quite inexpensive, and doubtless there are many people who would find it extremely difficult, if not impossible, to provide the compensation which might be required in case of a serious accident.

Certificates.

Under the new Act, every motorist must carry a certificate giving particulars of his insurance, and must produce it when asked to do so by a police constable. If he fails to do so, and does not produce it within five days at a specified police station, he will be liable on the first offence to a fine of £20 and on a subsequent offence to a fine of £50 or three months' imprisonment. The policy, except if the vehicle is carrying passengers for hire, need not cover the risk of death or injury to people in the car. If the money is paid out under the policy in respect of a person who has received treatment in hospital after the accident, a sum up to £25 to cover expenses reasonably incurred shall also be paid to the hospital.

Cars on Leave.

Residents who have the intention of acquiring a car when on leave on the "buy-back" principle, will be well advised to secure the names of firms who specialize in this business, from the H. K. A. A. The Automobile Association at Home has selected a number of thoroughly reliable firms whose names will be given to members from overseas. This service is most valuable, for cases have occurred where visitors have experienced anything but pleasant dealings with persons claiming to be motor vehicle dealers, whose promise to buy back at the end of leave has not proved at all satisfactory.

The Honorary Secretary of the Hongkong Automobile Association will be pleased to supply members with the necessary information.

Speeding.

The case of a motorist recently charged with driving at a speed of 40 miles per hour opens an interesting subject to all motorists. Providing that the road is sufficiently wide, and free of pedestrians and other traffic, there is not the slightest danger in attaining such a speed, and one has only to take a drive in any modern car to realize this fact. A few years ago, such a speed may have been dangerous with older types of cars, but the car of to-day, is not only capable of reaching 40 and over miles per hour within a few seconds, but can be stopped in a comparatively short distance.

Thanks to modern braking systems, such a speed is indeed unwise through busy thoroughfares, and drivers who overlook this fact should be proceeded against for driving to the danger of the public, but where opportunity occurs to safely "open out," there can be no objection.

PRINCIPLES OF FREE-WHEELING.

Coaster-Braking in Theory.

TWO TOP SPEEDS: TWO SECONDS.

The outstanding feature of the Studebaker programme for 1931 is the adoption for a free-wheel device on all eight-cylinder models, so that after the free wheel has been exploited in Britain and on the continent it has been left to an American concern to be the first in the field to standardize such a device.

This new free wheel, which is incorporated in the transmission, enables the driver to coast in second and top gears, the device being inoperative in bottom and reverse, a feature which is undoubtedly a great safety factor. Inasmuch as the fitting of the free wheel is the most interesting mechanical feature, we will deal first with the manner in which the car is driven with and without the device in operation.

The new free-wheel gearbox provides direct drive on top, a silent, indirect second speed and ordinary first and reverse speeds. Coasting can be indulged in in top or in second gears, but, on the other hand, it can, if necessary, be rendered inoperative by depressing a large knob at the top of the gear lever. Broadly speaking, this car has two top speeds and two second speeds. Normally, when the car is driven with the free wheel in action, it freewheels on top and second gears, but if the knob is depressed when changing up or down in the ordinary manner the drive is locked solid.

When it is desired to drive with the free wheel in action the gear change is quite normal, although, on the other hand, it is possible to change either up or down without manipulation of the clutch pedal. Should the driver wish to put the free wheel out of action, all he has to do is to depress the clutch pedal, speed up the engine slightly, depress the knob on top of the gear lever and pull back in case of top gear, and in the case of second gear to push the lever forward. Vice versa, when one is driving with the free wheel device out of action it is a simple matter to come back to the coasting position either by pulling the gear lever back slightly, in the case of second gear, or by pushing it forward in the case of top gear, there being a definite click as the lever is either pulled back or pushed forward.

This procedure might sound very complicated, but it is absurdly easy and at no time is there the slightest noise or jar; in fact, the device operates as smoothly as anyone could desire. In other words, it comes to this, that it is only actually necessary to use the clutch pedal when starting off from rest or when one engages reverse.

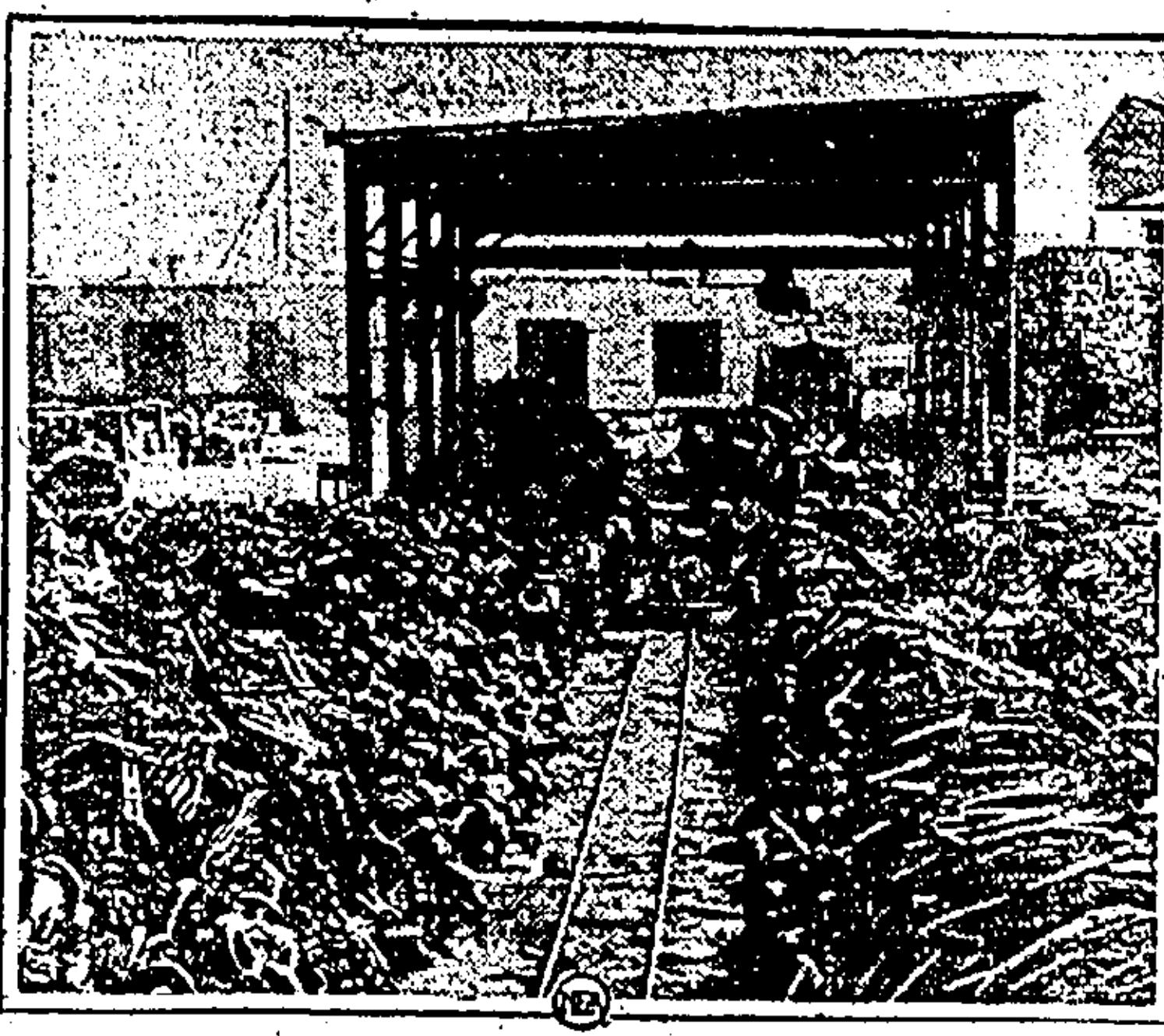
POLICE TESTS.

When is a Driver Drunk?

Medical blood tests are the latest means used by the police department of Stockholm in the case of apparently drunken motorists arrested for reckless driving or breaking of traffic rules. On such occasions the doctor of the police department at once performs a blood test on the accused, whereby it can be definitely proved whether and to what extent the offender is affected by alcohol.

Such a speed is indeed unwise through busy thoroughfares, and drivers who overlook this fact should be proceeded against for driving to the danger of the public, but where opportunity occurs to safely "open out," there can be no objection.

MASS DESTRUCTION!



Here's the "disassembly" line of the auto junk yard maintained by Cleveland dealers.

Cleveland, Oct. 28.—Mass production and chain line assembly in the automobile industry have been changed to mass destruction and chain line "disassembly" by the co-operative Cleveland Automobile Manufacturers' and Dealers' Association, as part of the organization's highway safety plan.

It is regarded as a partial solution not only of the accident situation but of the "used-car problem" as well.

Since May 1, the organization has scrapped in its special junk yard more than 1,500 automobiles the condition of which warranted their removal from the highway as a safety measure.

How It's Done.

The "disassembly" line is operated much the same as the assembly line in an automobile factory. The old cars are trundled down the line and at certain points special parts of the car are taken off and placed in a pile. At the end of the line there is nothing left of the car.

The road to oblivion for the old cars starts with removal of the paint. Then the glass comes out and next the upholstery. The motor is removed and dismantled, next the wheels and finally the chassis is broken up into scrap.

After the paint is burned off the

body of the metal is cut up and placed in a hydraulic press where it is baled and shipped to steel concerns. This scrap metal is valuable to the steel industry, for one pound of it is worth five tons of mineral resources—two tons of ore, two tons of coal and one-ton of limestone.

The rubber on the cars is taken off and sold as such. Metal from motors and mechanical parts is placed in piles to be sold to different concerns.

Once a car is turned in for scrapping not a single part of it is allowed to get back into use.

Cuts Down Accidents.

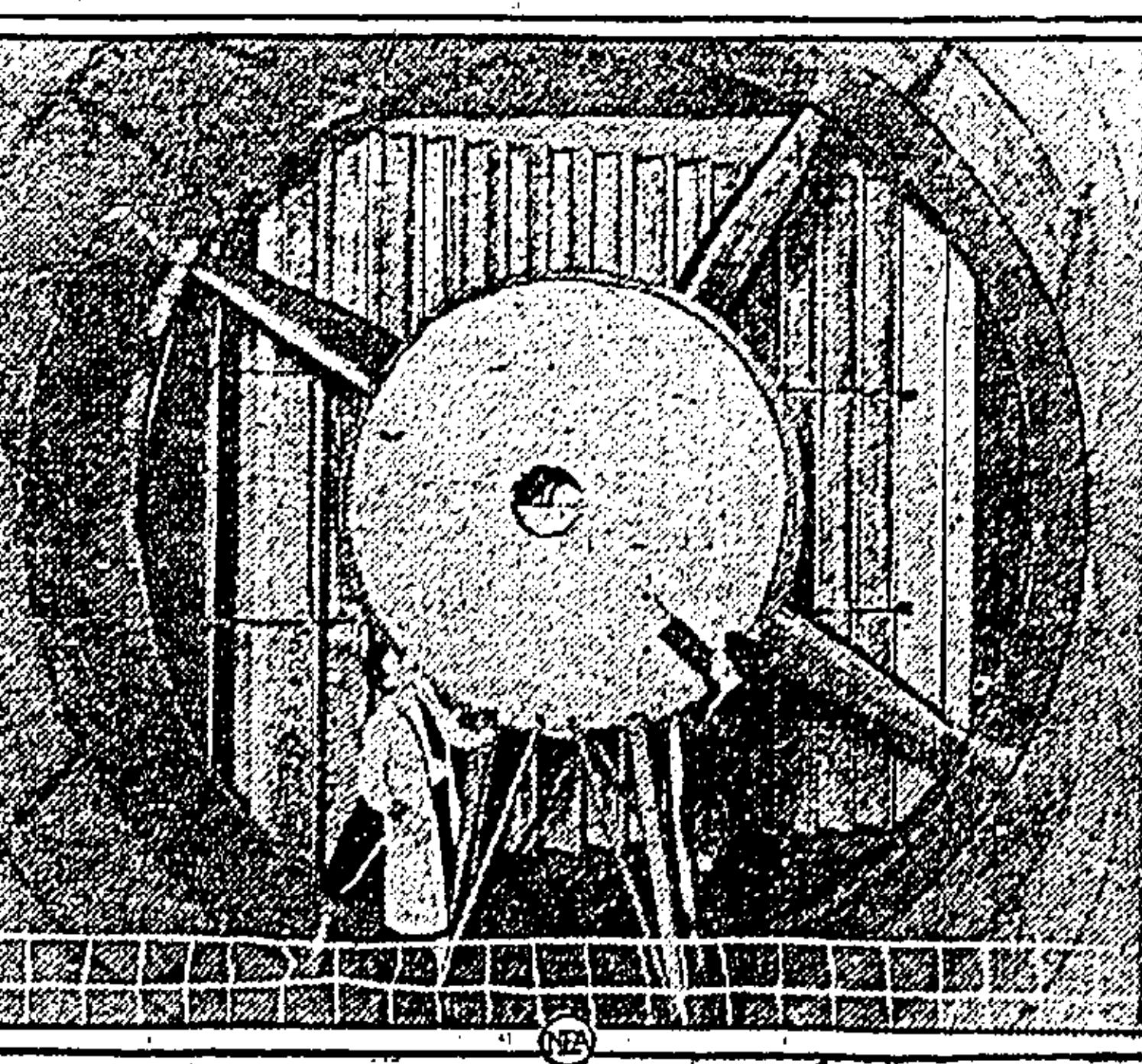
The association believes it is taking 30 or more accidents off city streets a day by dismantling as many old cars.

The company doing this work contracts with each dealer to buy his cars exclusively. The price is 25 cents per 100 pounds.

In addition, the scrapping company pays \$10 into a special fund held by the dealers' association for each car purchased.

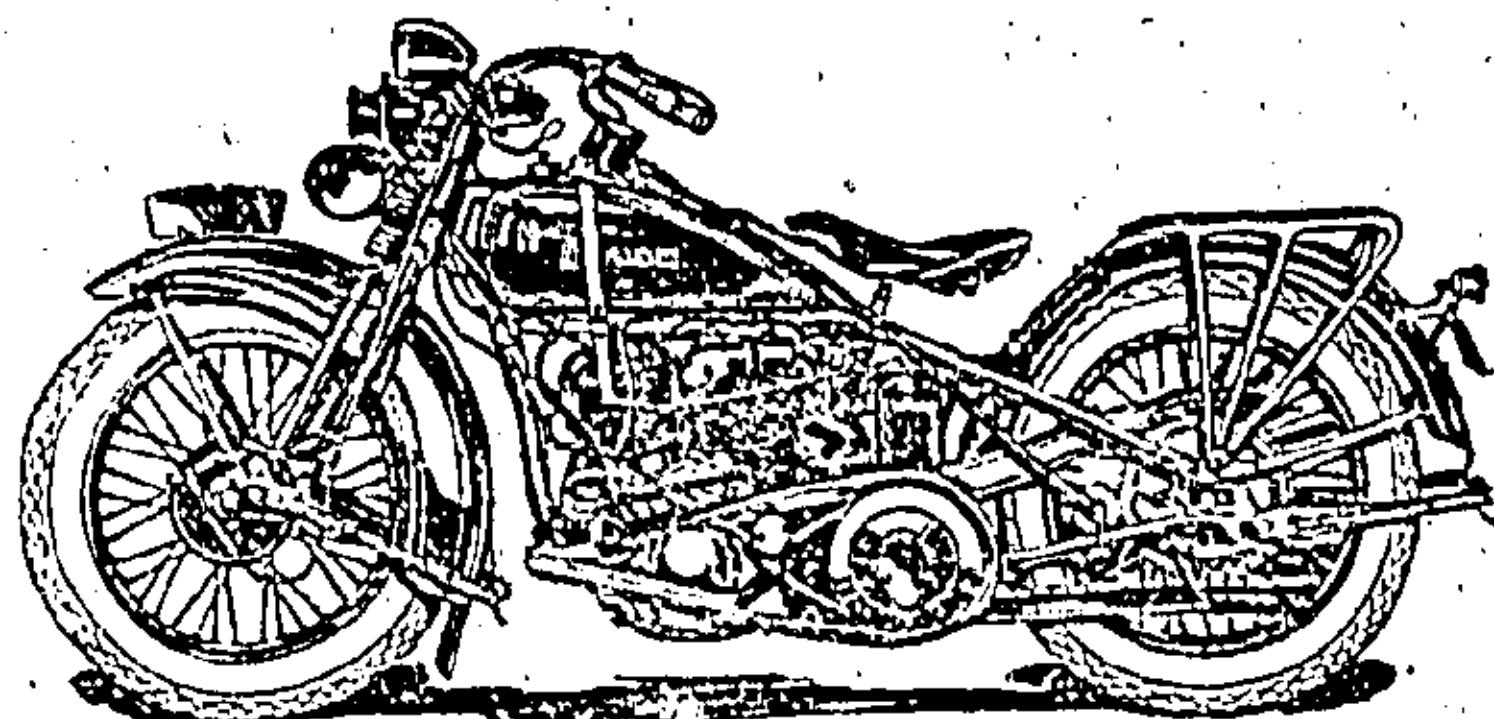
At the end of the year it also rebates 25 per cent. of the net profits, after 6 per cent. of the actual capital has been deducted, and this share of the profits is distributed among the dealers in proportion to the tonnage each has sold to the yard.

STIRS UP ARTIFICIAL STORMS.



This huge aviation test tunnel is used for aircraft experiments at the University of Detroit. The propeller is 16 feet in diameter and can produce a wind velocity of 100 miles an hour. Some idea of its size is shown in the comparison of the height of the men inside the tunnel. Planes are subjected to all sorts of air conditions in it.

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LOSS OF POWER.

When a Car Reaches Height of Power.

USEFUL HINTS.

[By Israel Klein.]

After a new car has been "broken in," it should be at the height of its power. Nevertheless, it doesn't take much to reduce this power.

There may be a leak somewhere in the engine to cause it to lose compression. The valve action may become faulty. The ignition may not be timed properly or the carburetor may not be adjusted to suit.

Another excellent factor is that an involuntary skid into the kerb does not injure tyres or wheels.

Many of the old-tyre high-kerbs still exist, and menace running boards of closely parked cars.

SAFELY SLOPED.

New Type Kerbs.

ADVANTAGES CLAIMED.

Sloping kerbs, to replace the present vertical type, are advocated in America as being safer, and an assistance to close parking.

Kerbs of this type already have been used in some English towns.

It enables a driver to hug the edge of the footpath when parking, without fear of damaging tyres or hub caps, and provides a few extra inches of road space so valuable to moving traffic.

Another excellent factor is that an involuntary skid into the kerb does not injure tyres or wheels.

Many of the old-tyre high-kerbs still exist, and menace running boards of closely parked cars.

It is not so much the inlet as it is the exhaust valve that must be timed and adjusted properly. A valve that is held open, due to lack of clearance between the stem and the push rod that rides the cam, causes the compressed gas to escape through this opening before it has been ignited by the spark. The loss in compression results in less power.

An exhaust valve that opens too late is unable to permit all of the burned gases to escape. The result is that the hot remaining gas tends to preheat the incoming mixture, to overheat the engine, and above all to effect a considerable loss of power.

The pistons may not fit perfectly to the cylinder walls. The piston rings may not be snug. The oil in the crankcase may not effect a tight seal between piston rings and cylinder walls. And, especially, the valves may not seat properly.

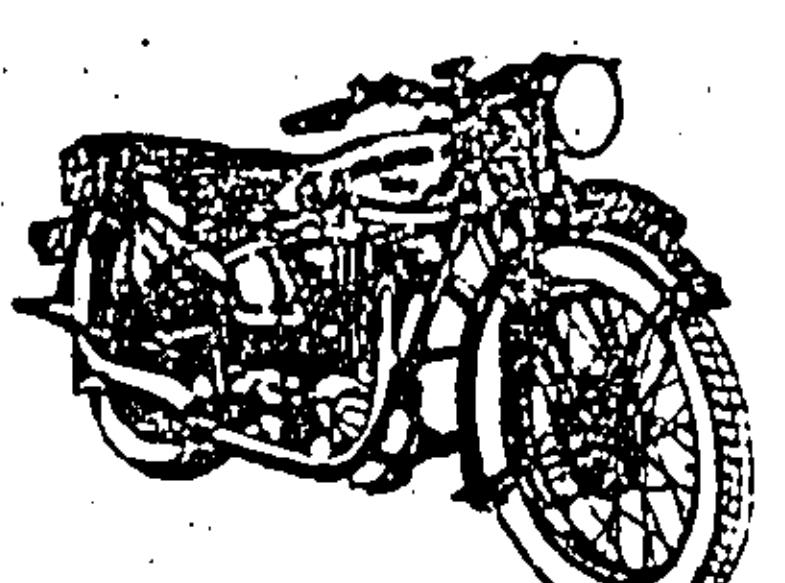
Other leaks in compression occur at loose cylinder head gaskets or loose spark plug joints. A hissing sound at each compression stroke of the piston will reveal this. The cure for these is to tighten the cylinder head or replace the spark plugs.

Valve action has to be timed accurately with the strokes of the pistons and the ignition by the spark to make for perfect power. Yet, here is perhaps the most ticklish adjustment in the entire engine mechanism.

It is the exhaust valve's operation, however, that is most important for full power. A slight derangement of its timing, lack of sufficient clearance, or too much clearance, breaks down the engine's efficiency.

The proper seating and adjustment of the valves is a job for a competent mechanic. It should not be attempted by an amateur.

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TOURING IN THE CANADIAN ROCKY MOUNTAINS.

Highways Have Opened Regions of British Columbia and Alberta.

Until quite recently the scene of British Columbia and the Canadian national parks were open only to the comparatively few who travelled through that region by railroad. Even now it is not possible to motor continuously from points in Southern Alberta to Vancouver, on the Pacific Coast; and if the more southerly route is followed, the motorist will find it necessary to ship his car by boat along a large part of Kootenay Lake, writes Leon A. Dickinson to the *New York Times*.

Again, those who motor along the northern highway that leads

a motor car because the highway system there is not yet completed. Enough good roads already exist to enable any one to drive in comfort through that region, for hundreds of miles. Nor is it necessary to confine one's visit to the summer months—Autumn is equally attractive for such a tour.

Into British Columbia.

It is possible, of course, to drive westward through the superlatively beautiful Banff and Lake Louise region must either drive Saskatchewan and Alberta, but this way of reaching the mountains is not so interesting as that from further south in the United States. Perhaps the ideal way of reaching British Columbia is to motor first to Yellowstone Park and then northward, skirting the eastern side of Glacier Park and entering Canada at Carway, in the extreme southwestern corner of the Province of Alberta. This provides many wonderful views even before reaching Canada, and serves as a fitting introduction to the magnificent scenery awaiting

the tourist a few miles to the northward.

Undoubtedly the best way to approach the Rockies is from the east. The great majority of travellers will continue north through Macleod to Calgary, where a left turn is made on the highway that leads upward into the mountains to Banff and Lake Louise. Even from Calgary one may see, on a clear day, far away to the westward a long irregular blue line, like a jagged knife blade, with a glistening white crest. It is the Rockies, sixty miles away. With every westward mile the mountains grow bluer, the snowcapped peaks whiter, and the sense of enchantment more profound. The road passes through the great ranching country and among the rounded, grassy knobs of the foothills, gradually approaching the massive mountain barrier that for so long shut off direct communication between the Pacific and the plains.

Among the Peaks.

By now the great grey escarpment of the mountains, 2,500 to 3,000 feet high, rises up abruptly like a wall. The eye searches in vain for an opening in the barrier, but it is there and soon a sharp turn in the road reveals it. Almost at once the motorist is among lofty peaks. Wind Mountain (10,100 feet), Pigeon Mountain (7,845 feet) and the Three Sisters (9,744 feet) stand out prominently almost as soon as the entrance is passed.

Near the little mining town of Canmore come the first glimpses of the Hoodoos—queer eroded pillars carved by the action of the waters in the glacial silt. A few miles further on the road passes animal paddocks, fenced enclosures in which are seen the shaggy buffalo, elk, deer, goats and even the elusive yak. Then a short run of about a mile brings the visitor to Banff, headquarters of the Rocky Mountain National Park. Few places are so ideally situated.

Perhaps the chief asset of Banff is the variety of attractions it offers. There is much to see and much to hold the interest alike of the sportsman, the student of wild life, the quiet stay-at-home sojourner and the motor explorer.

There are scores of lovely districts accessible by road or trail. For the motorist, with sufficient time at his disposal there are three especially fine trips: The drive to the eastern boundary of the national park, a distance of about thirty-two miles; the tour along the Banff-Windermere highway, west over Vermilion summit in Sinclair Canyon, and the jaunt to Lake Louise and the Great Divide.

There are also a number of drives about the town: Up Tunnel Mountain; the drive to the Upper Hot Springs, a spot which affords a particularly fine view of the Bow Valley; to the Cave and Basin and on to Sundance Canyon, and to Lake Minnewanka, passing the buffalo paddock. Along the motor road west Mount Edith Pass, Johnston Canyon and Marble Canyon are also favourite objectives.

At the Great Divide, the summit of the Kicking Horse Pass (5,330 feet), the traveller passes from Alberta to British Columbia and from the Banff Park to Yoho Park. The steep descent of the western slope was formerly made by the railway in a series of thrilling curves. The old roadbed has become part of the highway from Lake Louise to Field, and the modern motorist may now glide easily down the steep incline. The panorama is superb, affording a glimpse of the blue gorge of the Yoho Valley to the right, with the great icefields at its head.

The little town of Field is the headquarters of Yoho Park.

From it radiate roads and trails to numerous beautiful spots. The road across Yoho Valley winds through magnificent scenery. Crossing the bridge from Field, the road finds a narrow footing between the swirling waters of the Kicking Horse River and the base of Mount Burgess. Directly ahead are Mount Stephen and Cathedral Crags, towering against the sky.

Six miles from Field is reached what is called the "Switchback," the most thrilling stretch in the drive. The road zigzags up the face of the mountain in a series of sharp turns which require skillful driving. A few miles further on a dramatic turn in the road suddenly reveals the Takakkaw, a shining waterfall.

Emerald Lake, only seven miles from Field, owes its beauty to the peculiar colour of its waters and the charm of its thickly wooded shores. It is said that in its crystalline depths one may count twenty shades of green, but never one of blue.

Yoho Park is now linked with the outside world by railway and motor highway, while trails connect Field with Jasper Park on the north and Kootenay Park on the south.

Spectacular Scenery.

From its eastern end at the Kicking Horse Pass, the route to Golden, B.C., offers spectacular views of the mountains. Together with the Banff-Windermere highway, it affords a circuit of more than 300 miles.

From Field to the western boundary of Yoho Park the highway runs along the wide valley of the Kicking Horse River, following easy grades. About a mile west of the boundary of the park the road enters its most spectacular section, perched high up along a narrow defile on the wall of the Kicking Horse Canyon; splendid vistas of the Western Rockies, and the snowcapped Selkirks beyond are here encountered.

Dropping to the valley at Golden, the route then turns southward toward the headwaters of the Columbia River. It connects at Flin Flon, sixty-seven miles from Golden, with the Banff-Windermere highway, which may be followed back to Banff. These bound south however, may continue along the Columbia Valley to the international boundary at Kingsgate, R.C., from which point connections may be made to Spokane, Seattle, Portland, Vancouver and Victoria, San Francisco and Southern California.

The Banff-Windermere Highway is about ninety-five miles in length, while the distance from Banff to Golden via Lake Louise and the Kicking Horse Trail, is almost exactly the same. Two days will probably be needed for the run from Lake Louise to Spokane via Golden, Windermere and Cranbrook, as the distance is nearly 400 miles.

ELECTRICAL EQUIPMENT AT ITS BEST.

Usual Motorist Does Not Understand This Apparatus.

Starters and dynamos are, in the main, of similar construction and are essentially simple units. There is only one rotating part and nothing that could strictly be called mechanism, no moving levers, gears or cams. The dynamo armature runs on ball bearings, which only require infrequent lubrication. The reliability of these electrical units is such that the great majority of car owners give them no attention, so long as they keep on working satisfactorily.

Attention to the Dynamo.

The dynamo commutator should be cleaned, say, once in 6,000 miles, by detaching the inspection cover and pressing a piece of clean, soft rag on the commutator whilst the dynamo is running slowly, the engine being throttled down to idling speed. This cleaning removes any carbon dust which may tend to bridge between the commutator segments. No abrasive material, such as emery, should be applied to a commutator.

The novice should not try altering or experimenting with the brush gear. He will probably learn as he gains experience that there is a control brush which is adjustable, so as to regulate the output of current, but it must be kept in mind that this adjustment is originally fixed by the manufacturers. If a greater output of current is desired, this is the wisest plan to have the readjustment effected at the manufacturers' service station. There may, however, be good technical reasons for not altering the output. For instance, it may overload the dynamo and cause it to run hot. It may also tend to overcharge the battery.

The general condition of the dynamo, so far as "generating" its full output of current is concerned, can be gauged from the ammeter readings. The system of controlling the output ensures that it will not increase when a certain speed of the car is attained; this is usually 25-30 miles per hour. Beyond this speed the ammeter-charge reading will remain steady, or it may even go back to a small extent. Any falling-off of dynamo output will mean that a discharge is being taken from the battery, whereas there should be a small reading on the "charge" side of the ammeter when all lights are in use.

What a Battery Does.

An electrical fact that should be always kept in mind is that it is the battery which supplies the store of energy for starting and that the run from Lake Louise to Spokane via Golden, Windermere and Cranbrook, as the distance is nearly 400 miles.

that of a clock or a gramophone. If the spring is nearly run down it cannot, of course, give any appreciable power. It is the same with the battery. It must be kept well charged—or fully wound up, so to speak. It must be fully charged, so that it is up to its maximum voltage and in a condition to supply the sudden rush of power required to turn the engine and overcome its inertia.

A half-discharged battery, although it will "work" the lights, will not necessarily "work" the starter when the starting conditions are unavoidable.

It is rarely that there is any electrical fault in the starter if it fails to do its work. It is nearly always the case that the battery is not fully charged. Reasoning backwards, the battery is dependent on the dynamo; if this fails "below par" this condition will be reproduced in the battery and it will not get its proper charge rate.

The Battery.

Every car owner desirous of keeping the electrical equipment in efficient order should purchase a battery hydrometer and test the gravity of the acid, say, once a month. He should also get the battery manufacturers' booklet of instructions, from which he will learn the gravity readings corresponding to the state of charge of the battery. Generally, the fully charged reading is 1.280, although in some batteries it is less, say, 1.250. Much lower readings indicate that the battery is in a discharged condition. Inspect the acid level from time to time and keep it above the top of the plates by adding distilled water, just enough to restore the level. Remember that over-charging the battery will waste the acid and it will need frequent additions of distilled water.

The top of a battery should be dry and there should be no corrosion on the connexions, as this indicates acid leakage. If there is any corrosion detach the connexions and scrape them thoroughly clean; replace and smear some vaseline over them. If, however, corrosion reoccurs, let the nearest battery service depot examine the battery as the leak-proof devices may need attention. As most cars are equipped on the single-wire system, one of the battery terminals connects to the frame by a copper tap or cable. Note that this is in good condition and tightly screwed up. A bad connexion here will lead to trouble. If a battery goes wrong internally, such as developing faulty plates, there is nothing that the user can do. It is entirely a job for a battery service depot, of which there is now a very large number.

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SYNCHRO-MESH TRANSMISSION.

New Invention on Motorcar.

NOT POSSIBLE TO CLASH GEARS.

Of all the numerous improvements made to keep the entire car in tune with the advancement signified by the new eight-in-line valve-in-head engine of the 1931 Buick automobile, one of the most outstanding from the viewpoint of the owner and driver is the provision of synchro-mesh transmission according to Mr. C. F. Cress, Manager of General Motors China Inc.

Synchro-mesh transmission, a feature heretofore of only the highest priced cars made by General Motors and found in the products of no other manufacturer than General Motors, enables the owner to get the greatest possible enjoyment out of handling the sweetly flowing power of the new eight cylinder engine. Synchro-mesh is a feature of all but the 8-50 series Buicks.

The Buick synchro-mesh is a device which enables the driver to shift from first to second, second to high gear and from high back to second at any speed without clashing. The advantages are numerous. There are the additional pleasure in driving while going with the ability to shift gear quietly. Any driver can shift gears quietly in a synchro-mesh equipped Buick.

The contribution to safe driving is important. All seasoned motorists know that it is wise to shift to second gear when going down a steep grade and use the

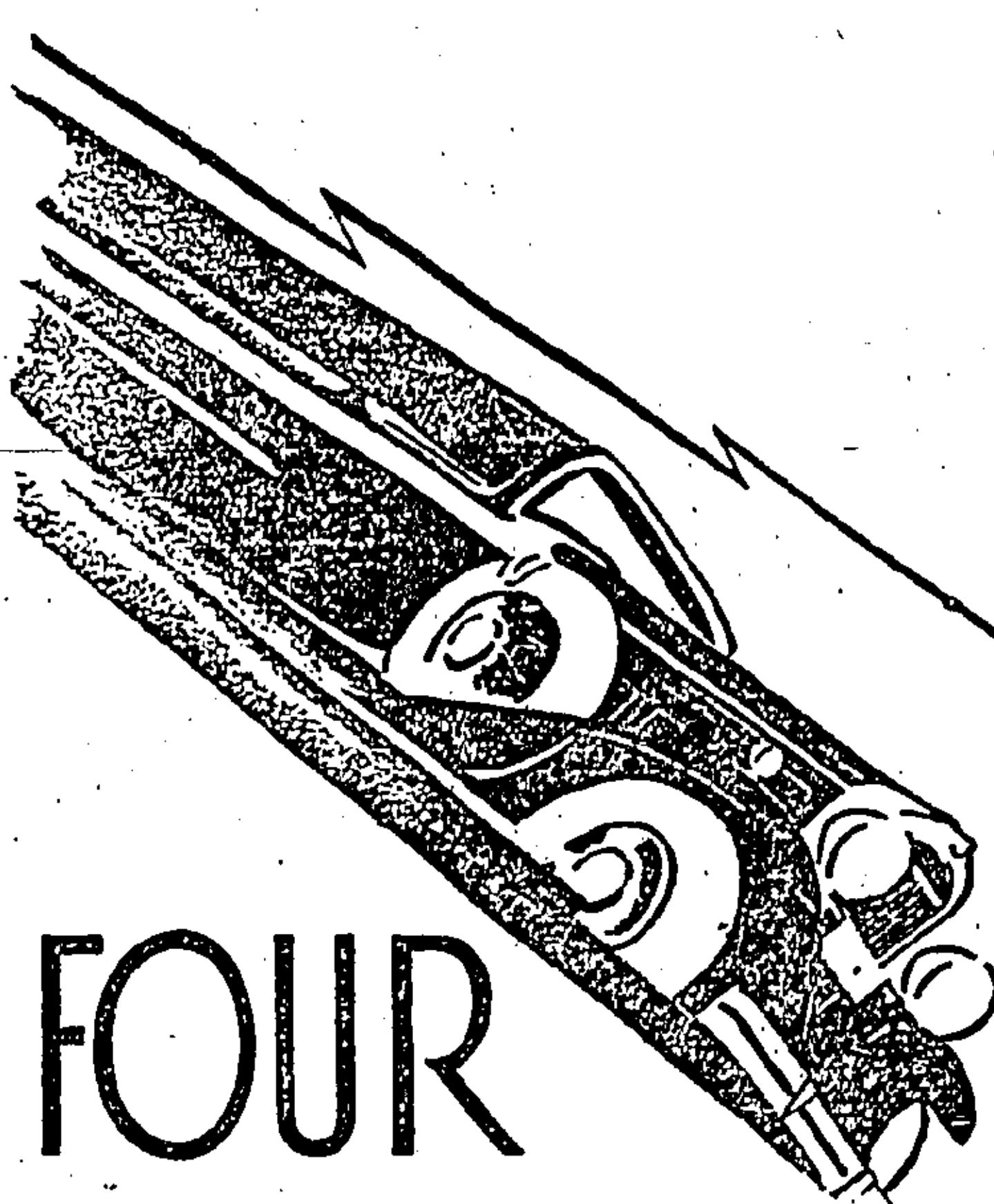
motor to keep speed safely retarded. Frequently, however, it is impossible to judge the steepness of the grade until one is making the descent and unless a car is equipped with synchro-mesh transmission, it is often very difficult to make the shift, because of the speed of the car.

Simple Principle Involved.

The principle of synchro-mesh is merely this: When a change is made from first to second, second to high, or high to second gear the two spinning members which are about to mesh are made to revolve at the same speed. In the ordinary way of transmission one of the gears is always rotating in proportion to motor speed and the other in proportion to car speed and it is necessary to regulate the car on engine speed with the accelerator or brakes until the two speeds are nearly equal in order to shift gears without clashing. This is what makes it very difficult to shift gears on some bad hills.

The cone clutch gradually grips its corresponding member on the side of the freely rolling gear, synchronizing the speed of the two rotating parts. The mechanism is so timed that the toothed clutch operating inside the ample cone clutch slides into mesh with the teeth on the side of the freely rolling gear after the cone clutch has done its synchronizing work. After the two gears are completely and smoothly meshed the cone clutch automatically disengages.

No difference in the method of shifting gears on the part of the driver is necessary but the driver will find himself moving the gear shift lever with an easy, deliberate motion which gives the one clutch time to do its synchronizing work before the toothed clutch engages. Thus the old annoyance of jerking the gear shift lever into place, for fear car speed will be lost or gained before the gears can be meshed, is avoided.

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New Reclamation.

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FOSTERING AERIAL SPEED.**Air Races to Stress Faster Aeroplanes.****MORE SPEED, MORE EXPENSE.**

There are two significant developments in connexion with the National Air Races which opened recently at Chicago. One is the emphasis being placed on speed this year and the other is the international feature of the annual flying games, write Lauren D. Lyman.

Speed, it is being recognized more and more, is the one great asset of aviation. Since the navy and the army have quit their speed programmes the palm to fast flying has gone to Italy, England and France. Last year Walter Beech built a plane in his Travelair factory at Wichita and equipped it with a special Wright Whirlwind 300-horse-power engine which, with high compressor cylinders and a 10 to 1 blower, developed more than 400 horse-power. In this plane Douglas Davis whipped the best the arm, and navy could produce for the first time in the history of the National Air Races.

This year Travelair has turned out several of these fast planes. When approached by the race committee representatives of both the army and the navy indicate that this year they would not enter planes in the Thompson Trophy race, which is the substitute for the former unlimited class race-for-all. This time the navy maneuvered an entry to the surprise of every one, in a revamped Curtiss Seawhawk built over from a biplane to a well-streamlined monoplane and powered with a Curtiss Conqueror motor stepped up to about 800 horsepower.

New Records Looted For.

When Hawks, Captain Arthur H. Page of the marines, with the Seawhawk, Doolittle in another Travelair, Mattie Laird in his latest creation and one or two others get together at Chicago it is likely that a new record of some sort will be made. The course is ridiculously short for such planes—10 miles on a five-mile compass—but before the race is called it may be lengthened.

Captain Hawks, with his transcontinental flights, has focused public attention on this business of more speed, as has Colone Lindbergh. No such speeds as these two fliers have shown over long distances have ever been attained abroad, and their coast-to-coast flights are the more significant because their planes are commercial aircraft capable of carrying a pay load.

Two years ago Clarence D. Chamberlin, speaking before a group of railroad executives, declared that a five-hour service between New York and Chicago was perfectly feasible or would be practical a year or two hence. Chamberlin said this to the railroad men:

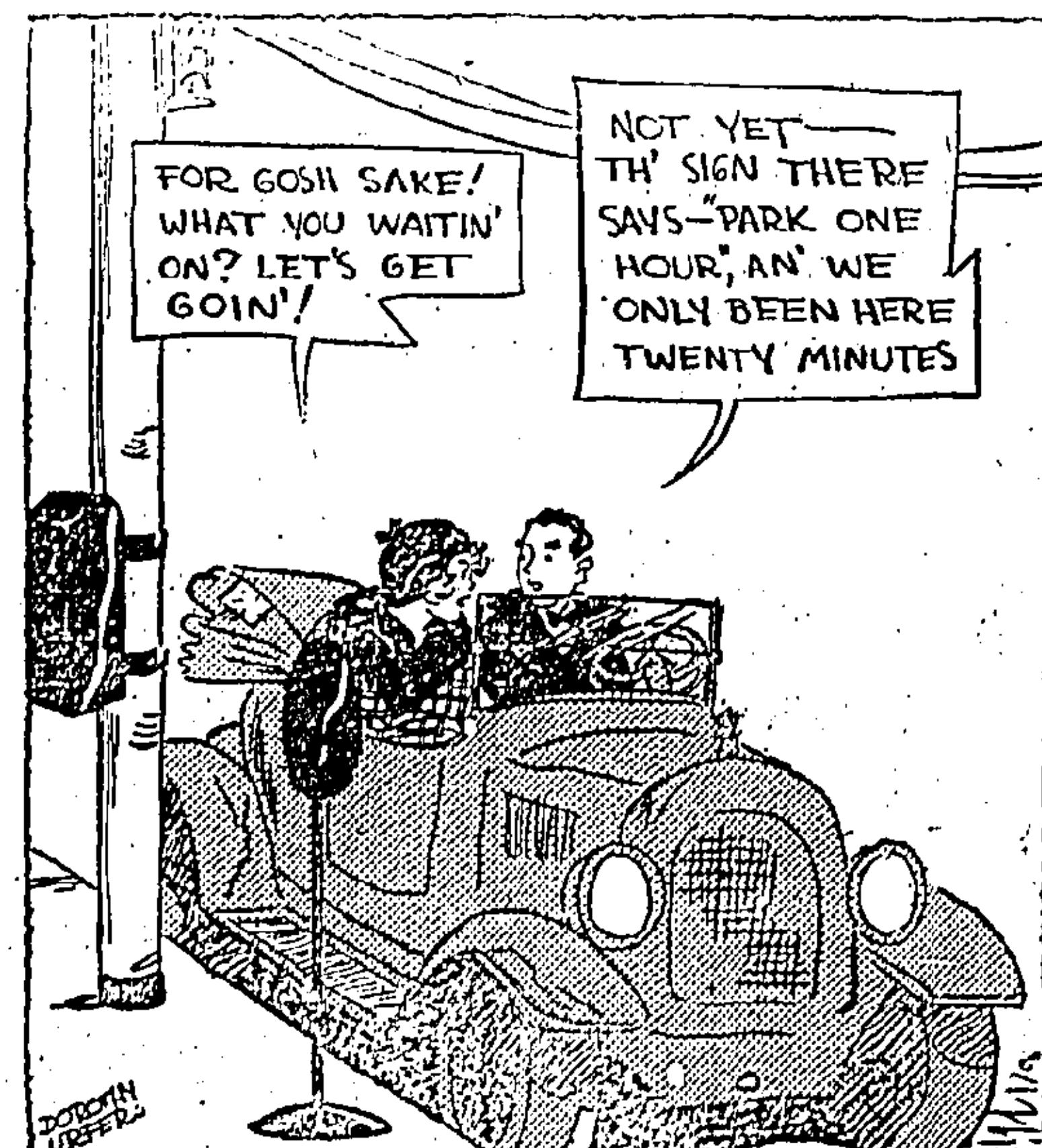
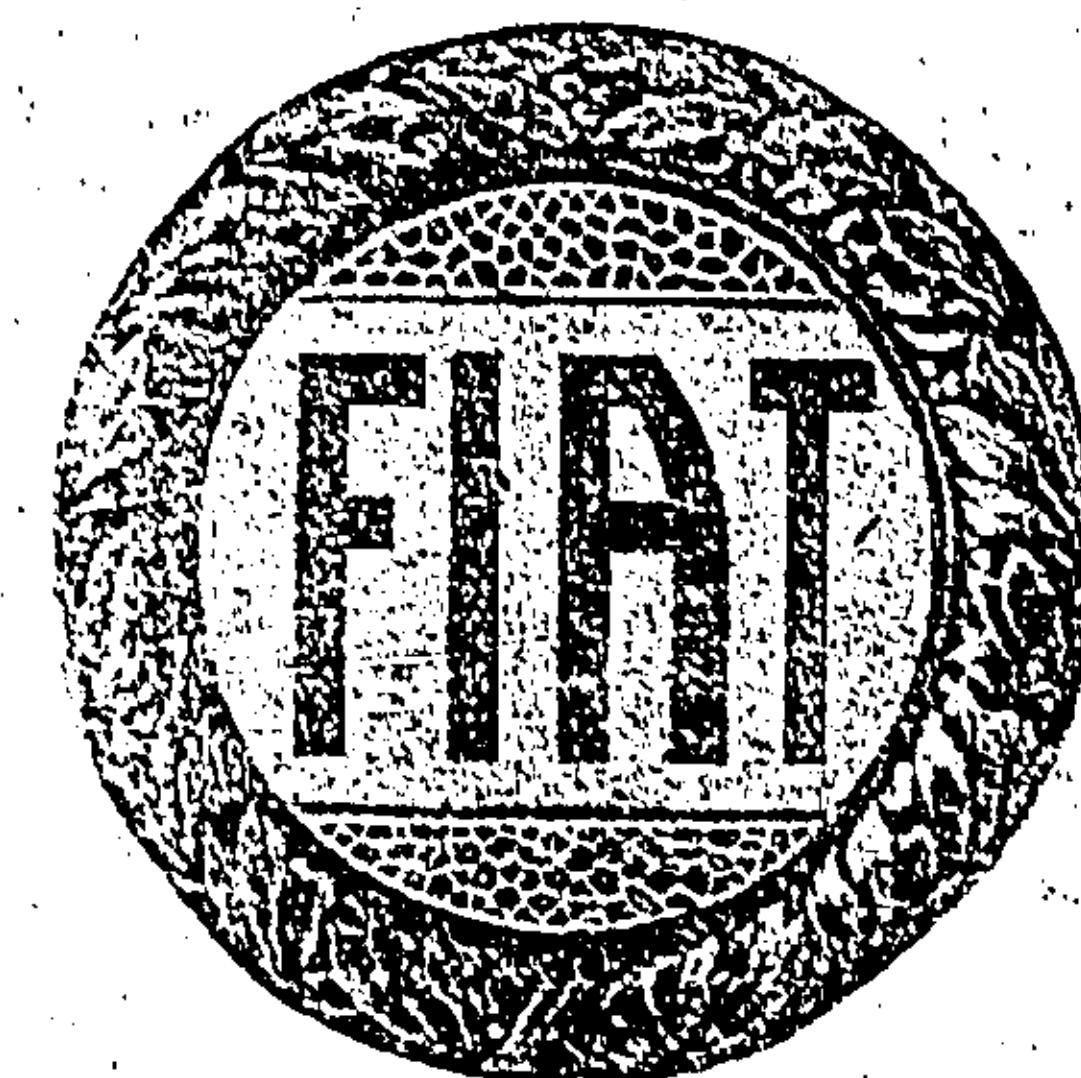
"That kind of transport is going to get somewhere, and you rail men should be the first to recognize it." Since then speeds have again increased, until to-day, with a plane like Captain Hawks' Texaco 13, which crossed the

IN CANADA, TOO.**Austin Opens Branch.**

The Canadian Austin Car Co., Ltd., a subsidiary of the English

Austin Co., has purchased a plant in Toronto and soon will begin assembling cars there.

This will be the first motor company in Canada not owned or closely allied with an American company.

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DRIVING CODE

To Assure Safer Driving.

FRENCH IDEA.

[By Minott Saunders]

Pairs, Sept. 28.—The French Academy of Medicine is once more wrestling with the problem of automobile accidents and wants the government to act on its scientific advice for the welfare of the public and the safety of the road.

Physical fitness of drivers is blamed for most crashes and more strict and more frequent examinations are urged as means of checking the ever-increasing number of accidents, which are recorded along much the same scale as in the United States.

This problem has for some time troubled the learned minds of members of the academy. Seven years ago a broad survey of accidents was undertaken and a number of resolutions adopted to mitigate the evil, but it is now observed that no official attention was given to the recommendations. Another attempt to force action is now being made and the minister of health is also studying the problem.

Revive Old Resolutions.

The academy has again put on record the resolutions taken seven years ago. They ask that driving permits be refused to all persons

before 20 years of age, or to those who are suffering from arterial or nervous lesions, or to persons who do not enjoy full possession of sight and hearing.

They suggest that permits should not be valid for any other vehicles than those for which they have been granted, or for more than three years. In other words, if a driver wants to operate a new type of car he must get a new permit.

The resolutions further urge that permits should be withdrawn in case of drunkenness while driving, and that a new medical examination be obligatory in case of accident.

Like Academicians observed that

automotive engineers and aviation pilots are submitted to strict medical examinations, and it was urged that the same rule be followed in regard to motor drivers.

As a beginning it was suggested that, since it would be impractical at once to put the million-odd drivers in France to a medical test, the practice should be made with those who have been in accidents or who have been guilty of a breach of police regulations.

The medical men finally agreed to appoint a committee to draft a revised form of the resolutions adopted in 1923.

GOOD RECORD.

According to the Automobile Club of Southern California, 99 per cent. of all cars stolen are recovered. Last year's figures show that 42,756 cars were stolen, of which 39,713 were recovered.

MOTOR ROADS.

Highways Improved in U.S.A.

A total of 45,481 miles of local and country roads, exclusive of State highways, was improved in 1929 by the counties of the forty-eight States, it is indicated by reports obtained by the Bureau of Public Roads, United States Department of Agriculture. These reports indicate a total of 2,710,097 miles of highway in the county road systems.

The reports indicate that all counties spent a total of \$807,714,604 in the year for county and local road and bridge construction including payments on bonds and transfers to State highway departments. It is estimated that available funds amounted to \$953,529,592. An unexpected balance of \$145,814,988 was on hand at the end of the year.

Of the total mileage improved in the year the reports indicate 29,804 miles, or 6 per cent., were surfaced and 15,677, or 4 per cent., were graded and drained earth roads.

The surfaced mileage includes 2,995 miles of sand-clay and topsoil roads; 19,753 miles of gravel; 3,666 miles of water-bound macadam; 2,037 miles of bituminous macadam; 51 miles of sheet asphalt; 176 miles of bituminous concrete; 1,191 miles of Portland cement concrete, and 22 miles of brick and other block pavements.

£1,300,000,000 ON THE ROADS.

U.S. Improvements in Five Years.

FILLIP TO THE MOTOR INDUSTRY.

One explanation of the extensive sales of British small cars in the United States is a steadily increasing expenditure there on the improvement of roads.

The *Morning Post's* New York Correspondent states that during the last five years expenditure in this way has reached £1,303,020,000.

New York, Sept. 5.

The United States is spending a steadily increasing amount of money on highway improvement. During last year £100,000,000 were spent in this way. This figure has been computed approximately, since complete figures for the year have not yet been filed with the National Automobile Chamber of Commerce.

For 1928, however, the exact figure is £284,774,071, and, with the approximate figure for 1929, the total expenditure for the past five years has reached the staggering sum of £1,303,026,658.

New Car Design.

The Automobile Chamber has gathered detailed figures since 1921, when £138,820,713 were spent on roads and the curve of expenditure has been steadily

upward. These figures are only for highway improvement and do not include sums expended by towns and cities on local streets. It includes, however, expenditure from all sources, Federal, State and County.

Naturally improvement of the highways has brought a greatly increased use of automobiles of all types. Its most definite result has been to change automobile design until the centre of gravity of the car has been lowered fully 6 in., as better roads have permitted lower slung car bodies.

It is doubted whether this improvement has led to greater use of light cars, several automobile manufacturers arguing that the converse is true, and that better roads take heavier cars, where previously only light cars were able to make their way through mudholes and obstacles.

The growth in the use of light cars is attributable more to their comparative cheapness, putting the automobile within the reach of the labouring man.

All agree that good roads have proved a boon to the automobile industry, and that highway improvement is the greatest factor in its growth.

AUTO COOKER.

By attaching two cylindrical heaters to the manifold of an automobile, an inventor has perfected a cooker which receives its heat from exhaust gases. It is able to cook anything and is handy for campers.

THE POWER PLANT.

Importance of Generator and Battery.

USEFUL HINTS.

[By Israel Klein]

Almost as important as the engine in the automobile is the electrical power plant—the generator and battery.

In the old days of the hand starter, magneto and acetylene lamps, there was no need for this combination. But to-day they're indispensable. Being highly useful in the proper operation of an automobile they should be under the eye of the motorist and in his care at all times.

For this purpose, the ammeter is installed on the car's dashboard, a highly important but little understood instrument.

That's the dial that's marked "charge" and "discharge" and that points steadily to a figure on the "charge" side while the car is being driven by day, and drops down somewhat when the lights are being used at night.

All that most drivers seem to know about this instrument is that the dial should remain at a definite point on the "charge" side by day, and so long as this remains steady at that point there is nothing wrong with the part of the car that this dial seems to control.

In many cases, the only instrument watched by drivers seems to be the speedometer.

But the ammeter is the guide to the proper functioning of the car's electrical system.

The ammeter tells when a headlight is out, if there's a short circuit in the line, or when the generator has stopped functioning.

While the battery is being used to start the motor the needle of the ammeter (on some cars) goes over to the "discharge" side telling the driver that valuable current is being taken out of the battery.

That this is highly valuable and not to be wasted is shown by the fact that the average automobile battery can be drained of its juice in 15 minutes in warm weather, and only five minutes in cold weather.

Once the motor is started and everything is all right, the ammeter points to a definite figure on the charge side, telling the driver that the generator is supplying the proper power and charging the battery in preparation for its next drainage.

Let one of the headlights go out, and the needle will show a slight increase in the regular charging rate.

And if the generator fails to function altogether, the needle will jump over to the discharge side while the motor is running, warning the driver that the battery is providing the juice that otherwise should be furnished by the generator.

If the generator suddenly fails to function it should be overhauled immediately, or the battery too will break down.

It is essential that the battery be tested about every two weeks for its condition is vital for that of the generator and the rest of the electrical system.

If the battery is fully charged and requires only a little more water, it is functioning perfectly. If the battery seems to be using up too much water, it is being overcharged by the generator and should be controlled by use of the headlights by day for a while. Otherwise overcharging might injure the battery.

A competent mechanic can set the generator so that it will put a smaller charge into the battery, and so prevent overcharging.

If the battery, however, is weak, it is being undercharged, and the generator should be adjusted to a higher rate.

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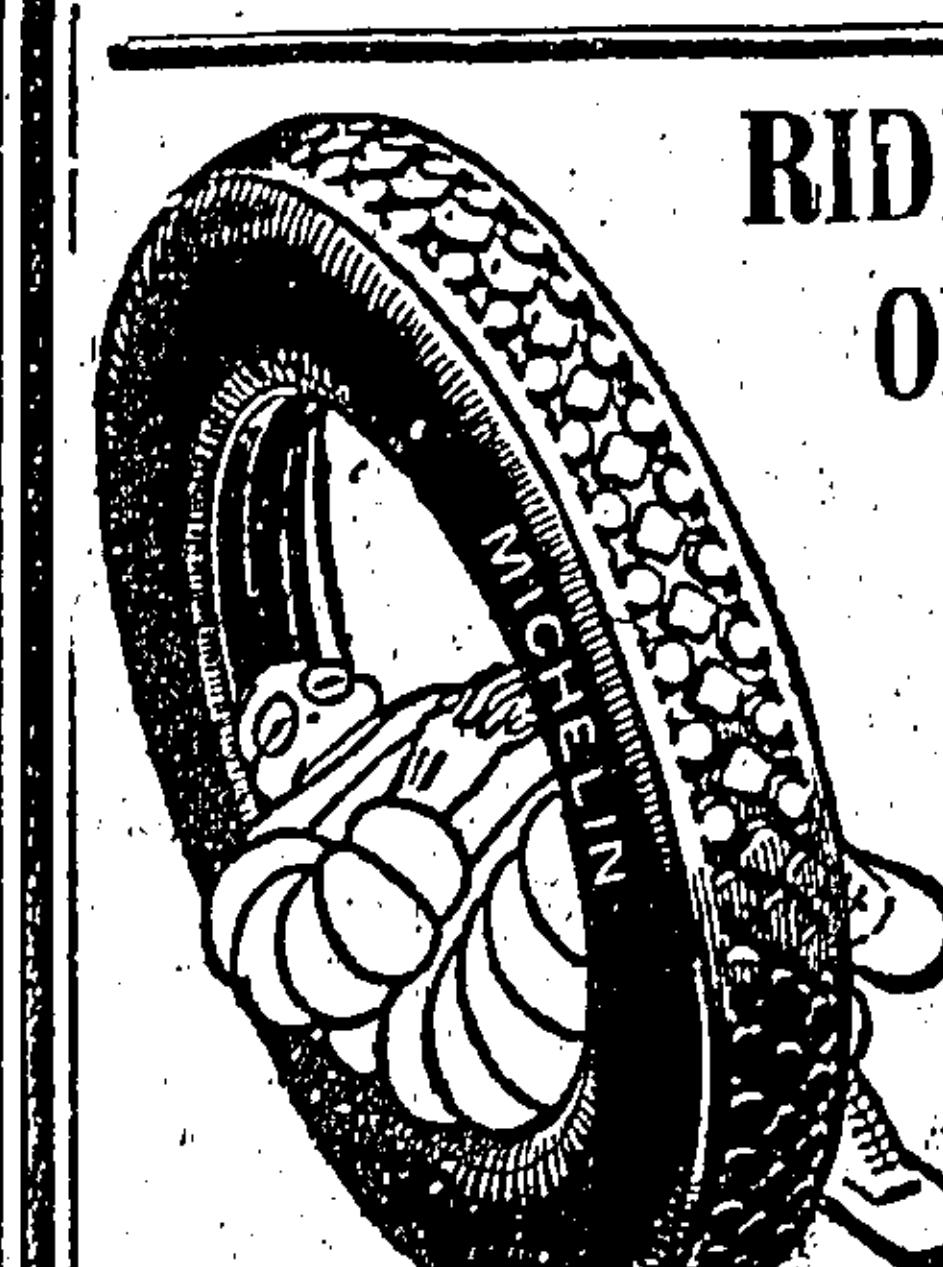
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the new fenders, the new streamlines, the new wheels and tires, the Rustless Steel used for exposed metal parts—everything that contributes to this new beauty for the new Ford.

Another great forward step in the history of the Ford car has been taken. For the new Ford bodies are being officially introduced and a new beauty brought within reach of every one.

Take a little while, therefore, to visit the showrooms of your Ford dealers and see these beautiful new Ford bodies. Note the new roomy interiors, the new deeper radiator, the new hood and cowl, the new fenders, the new wheels and tires, the Rustless Steel used for exposed metal parts—everything that contributes to this new beauty for the new Ford.

To outstanding mechanical performance, the new Ford now adds a new grace of line and contour. To motorists everywhere these new bodies are a further reflection of the Ford policy of constantly improving the car and of giving VALUE FAR ABOVE THE PRICE.

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DISASTROUS FIRE IN SHANGHAI.

WHITEAWAY BUILDING INVOLVED.

FIRE BRIGADE FACED WITH DIFFICULT JOB.

FIREMEN INJURED.

Shanghai, Nov. 5.

Fire yesterday morning completely gutted the top floor of the Whiteaway Laidlaw building at the corner of Nanking and Sze-chuan Roads and badly damaged the floor beneath while many of the sales-rooms of the concern were soaked with water.

Damage done is estimated roughly at Tls. 500,000, although it will not be possible to arrive at a definite figure for some days, while there will be a good deal of salvage.

Facing one of the most difficult tasks that has been presented to them for some time, the Shanghai Fire Brigade did good work, and had the blaze under control in less than an hour-and-a-quarter from the time the alarm was given.

Big Brigade Force.

Eighteen machines turned out to this morning's fire, the Fire Brigade equipment including three turn-table escapes, while both floats, the Fire Dragon and the Mih-ho-loong pumped water from the Whangpoo at Nanking Road jetty.

The first alarm was given by a police constable, and within one minute the Fire Brigade watched tower in the Sassoon building reported smoke. The whole Whiteaway building is at present encircled with a bamboo fence and the roof covered with a bamboo matting roof during the reconstruction work which has been in progress for some time past, and this rendered observation of the building very difficult.

Started in Attic.

The fire apparently broke out in the attic on the fifth floor, used as a store-room, spread to the roof and the matting above, and then to the fourth floor. Only in one place did it come through to the third floor, being quickly checked by the firemen. The roof of the adjacent Laidlaw building in Szechuan Road was also destroyed.

No internal hydrants nor pumping connexions in the building it was necessary for the firemen to lay hose all the way up to the top of the building. The first line was taken up the stairway at the Szechuan Road entrance, and to smart work carried out by the firemen here was responsible to no small degree in holding the fire.

Difficult Task.

Work with the escapes to take lines of hose to the upper floors proved extremely difficult. When the top of an escape touched the bamboo fence, it was still at least six feet from the building itself, and firemen who managed to tear down sections of the fence and then cross to the stonework did so over a drop of 40 feet. Two firemen were slightly injured by falling bamboo.

Construction planks and trestles on the fourth floor hampered the work of the brigade greatly, as did the surface of the staircase up which hose was taken. This latter has all been broken up preparatory to being refaced with mosaic tiles, and was in a very rough state.

Interior Flooded.

The whole of the interior of the Whiteaway Laidlaw store was sodden with water, and holes had to be made in every door to assist the dispersal of the water. Every water-proof sheet of the Brigade was used in covering up goods in the store, as well as every other sheet in Shanghai that could be borrowed at short notice.

Within a few minutes of the Brigade turning out the police were busily at work in detouring traffic. Nanking Road, Szechuan Road and the Bund were covered with fire hose, the latter from the floats, and as a result Shanghai went to work by varied and tortuous routes. In one case passengers by the Dairen Maru were unable to get to the ship before it sailed and were left behind. Traffic was back to normal about noon.

During the course of the morning Capt. Cornet, the new professional Chief of the French Fire Brigade, paid a visit to the scene of the blaze, accompanied by Capt. Royere, Deputy Chief. This is the first big blaze in Shanghai that Capt. Cornet has had the opportunity of witnessing.

It is advertised that the Exchange Banks will be closed to the transaction of public business on Tuesday, November 11th, (Armistice Day).

CORRESPONDENCE.

[To The Editor of Hongkong Telegraph.]

Soccer Suspensions.

Sir,—Many years ago when I was a youngster at school I had it thoroughly instilled to me to at all times play the game. That was in England, and, of course, it was meant to play the game as an Englishman. I was taught to respect my seniors, my masters, and all persons in authority.

In sport I had the golden rule laid down to me to respect my opponent as a brother, to be scrupulously fair, to pay strict attention to the rules of the game, and to agree to the decisions of the umpire, referee or whoever was in charge of the particular branch of sport that for the time being I was a participant. I was taught to strive to win at games, but to win fairly; and I was also taught to congratulate my opponent when I was defeated, to give him credit for his win, and, above all, to take my defeat like a sportsman and a gentleman. Many moons have passed since that time, and I have lived in many countries, and under many flags, and throughout those years I have always remembered my school-boy days, and what they taught me, and with a great measure of success I have tried to live up to my early teachings, and to be what is now generally known as a true British sportsman.

So far as I know the average boy trained under British educational authorities at home and in the Colonies, and that includes Chinese boys in many of our local schools, colleges, and our University is taught more or less as I was.

This takes me to sport in Hongkong, and particularly to soccer. When I first arrived in this colony soccer was played only by the Hongkong Football Club, the Police Club, and the Services, and in those days it was a pleasure to stand along the touch-line—sometimes under a broiling sun—and see the game played in a true sporting manner.

At that time some of our British masters started to teach the Chinese boys the game of soccer, and quite a number of them proved to have a natural aptitude for the game and soon became quite clever players.

As a snowball gathers more snow in its movements, so did the few Chinese boys soon find many other youths becoming interested in the game, and in a short time many clubs had sprung up and enthusiasm for soccer prevailed.

It might be said that soccer—in Hongkong at any rate—has become the Chinese national game, and they have proved to be not only as good as their foreign opponents, but on many occasions superior. Today in Hongkong many of our finest players are Chinese playing in the two senior Chinese teams, and some of the finest sportsmen in the colony are to be found either playing or acting in some official capacity for these two clubs.

Knowing this to be a generally acknowledged fact it is difficult to understand the attitude of the Chinese Athletic Club at present. This club has three teams in the three league competitions, and on Saturday, the 1st. inst. they could not field one team, the excuse being, I understand, that the most of their players were out of Hongkong celebrating some festival. I understand that it is again this Club's intention not to field any teams to-day, the excuse being the same as given last Saturday. Surely there is more behind this than what the public are asked to believe, especially so when this particular Club has this season registered no less than sixty-eight players. It is also remarkable that the South China Club was able to field their regular team on Saturday last, and with the exception of Pau Ka-ping, who is unfortunately injured, will probably field full teams to-day. By the action of the Chinese Athletic Club the following clubs have been without a league fixture either last Saturday or to-day—Kowloon, The Club, R.A.O.C., Somersets, Kowloon and R.A.S.C. Surely this is a case of misconduct and obstruction against the Chinese Athletic, and one that calls for strong action on the part of the Association.

I cannot imagine a similar incident happening in Britain, but if it did I think I know how the County or Football Association would deal with it.

If the officials of these fine clubs consider their present attitude to be a sporting one, I am sorry, as everyone interested in sport knows that such is not sport, nor has it a faint resemblance to sport in the generally accepted meaning of the word. My advice to the players (the Clubs should not need to be advised) is to take their punishment like sportsmen and abide by the decision of the H.K.F.A., who, I feel sure, will do all in their power to have the men playing again as soon as possible.—Yours, etc.,

AMATEUR.

SIR HERBERT SAMUEL.

NAME MENTIONED AS NEXT VICEROY.

Simla, Oct. 12.

With the departure this afternoon of Lord Irwin from Simla the official season has come to an end, and from next week the various departments of the Government of India will be on the move to New Delhi. With the arrival there of Lord Irwin on November 1 the Delhi session will begin.

Official circles here are expecting the announcement of the Viceroy-designate some time early next month, and the selection of Sir Herbert Samuel is now considered most likely.

In passing it deserves to be noticed that unofficial sections are attaching great significance to the eleventh-hour selection of Sir Bhupendra Nath Mitra to the Round-Table delegation, because it has been known for some time that Sir Bhupendra Nath Mitra in his confidential evidence before the Simon Commission vigorously pleaded for the immediate transfer of all subjects except foreign and political to the central government.

Evidently the Government of India are anxious to placate the unofficial opposition by consenting, in spite of the recommendation of the Simon Commission, to the introduction of diarchy in the central government.

CINEMA NOTES.

"THE BISHOP MURDER CASE" NOW SHOWING.

"The Bishop Murder Case," playing to capacity audiences at the Queen's Theatre, is an example of what keen direction and intelligent acting can do with respect to putting over a successful mystery story on the screen.

The Metro-Goldwyn-Mayer all-talking thriller succeeds where so many have failed, because it puts its illustrations effectively without resorting to the usual hokum associated with this type of screen fare. Nick Grinde and David Burton, co-directors, were inspired with a number of original touches which make this hair-raising vehicle very much worth while not only from the viewpoint of entertainment but also as an insight into what effects may be achieved with expert photography.

The plot, adapted from S.S. Van Dine's best seller, centres about the death of four individuals whose murderer has the gruesome habit of leaving beside each victim a black chess bishop and a living note written in "Mother Goose" rhyme. To find this mysterious "bishop" and the job assigned to detective Philo Vance, played in a finished manner by Basil Rathbone, while the audience is led to suspect almost every character in the cast, the identity of the murderer is not revealed until the closing sequences of the film. This denouement is distinctive in being arrived at through logical steps rather than through an unexpected coincidence or some of the other shopworn mystery "giveaways."

Greta Garbo in Tragic Role.

Tired business men and wide-awake business men will be equally entertained with "The Kiss," Greta Garbo's new starring vehicle which will be showing at the Queen's Theatre tomorrow.

Every effort was made by Metro-Goldwyn-Mayer to furnish Miss Garbo with a story, director and supporting cast equal to her position as one of the foremost screen actresses in America, and the results have been more than satisfactory.

Jacques Feyder, noted French director who produced Raquel Meller's "Carmen" and other artistic successes, was brought from France to write and direct a story for Miss Garbo. He wrote a Continental drama which gives the celebrated actress every opportunity to display her talent as a tragedienne.

Feyder incorporated his European camera technique into the picture, blending it with American methods and mechanics. His amazing camera angles and lighting effects are not too distorted to intrude on the movement of the story. There are few static situations in the film. The camera sweeps about in wide circles, springs suddenly upon the characters through closed doors, walks with them and follows them through keyholes. Audiences are due for a pleasant surprise as a result of Feyder's technique.

It is unfortunate that Mr. M. K. Lo, as President of South China Athletic, has been advised to plead the cause of the two players in question. I have read his letter, as reported in the press, most carefully, and am surprised and disappointed at the contents. In the first place I consider it to be irregular, as the question at issue is one between the H.K.F.A. and Messrs. Chan Kwong-ku and Tso Kwei-sing, and does not directly concern the S.C.A.A. (Much more could be said here on this particular point but this letter is already too long). Secondly, assuming the H.K.F.A. decide to consider the points raised in his letter, and ask the Appeals Board to review the case and reconsider their decision, I cannot see how it could serve any useful purpose, as I understand the two players have already admitted having received considerations which unfortunately puts them out of the amateur class. It seems to be the desire of Mr. Lo that the Appeals Board should consider the case of Mr. Leung Wing-tak before it has gone before the Council—a most irregular procedure, and one that should not appeal to a person who is reported to be of the opinion that the Emergency Committee has already acted in a wholly unauthorised and irregular manner. I hope the H.K.F.A. will not depart from the usual way of hearing cases of misconduct.

Quite a lot could be said against Mr. Lo's reasoning, but I think the officials of the H.K.F.A. are quite capable of debating any of the points he has raised.

The point at issue, one that Mr. Lo and apparently a number of other people in this Colony seem to forget, is the proper control of football. The English Football Association, as the parent body, expresses, and rightly demands, that affiliated associations shall zealously protect the rules governing football, and I submit that the H.K.F.A. have acted wisely and correctly and could not have come to any other decision. I am confident if they stand firm in the present crisis (it surely is a crisis when a Club refuses to turn out on two consecutive Saturdays, and is supported by the Executive Committee and President of another Club)—they will have the support of all the other clubs in Hongkong.

Talking movies have wrought great changes for Fay Wray. Just now she is a Broadway show girl in "Pointed Heels," which comes to the Central Theatre on Monday. Hence her advice to the film-ambitious. For days in Hollywood recently, she was kept busy rehearsing the difficult routine of a broken-rhythm tap dance, which she does in the production.

COLD SCHOOL: DULL CHILD.

TWICE AS SKILFUL IN WARM SCHOOLS.

How warmth affects the dexterity of children in school is revealed in the report for 1929 of the Industrial Health Research Board.

It was found that where the cooling power of the air was allowed to fall to a certain point, the children were so cold that their manual dexterity was considerably reduced, especially when they were kept seated for one and three-quarter hours on end.

Attendance fell off when the schools were cold. The absenteeism of schools kept below 56 degrees in temperature was 11.6 per cent, compared with 8.9 per cent in schools kept at a temperature above 63 degrees.

In unheated open-air schools in cold wintry weather the efficiency of the children was only about half as great as that of children in well-warmed schools.

As a preliminary to possible studies of the effect of natural ultra-violet radiation on factory workers, the penetration of the biologically active rays of the sun into a workshop equipped with special window glass was studied in a factory at Portsmouth.

The amount of radiation even close to the windows, from the middle of October through the winter months, was so small that it appeared unlikely to have any measurable effect upon the workers.

The local weather forecast up to noon to-morrow is:—N.E. or variable winds, moderate to light; fair.

is somewhat of an ordeal for one whose feet are accustomed to nothing more arduous than a waltz or a fox trot.

William Powell is the male lead in "Pointed Heels." He is cast as Robert Courtland, the urbane and fascinating creator of artistic stage revues. Helen "Sugar" Kane is co-featured with Powell. Phillips Holmes, son of Taylor Holmes, favourite comedian of stage and screen, plays the young lover of Fay Wray. Richard "Skeets" Gallagher is the song and dance partner of Miss Kane.

A. Edward Sutherland directed "Pointed Heels." He was the director of the successful all-talking plays "Fast Company" and "The Saturday Night Kid."

"The Wedding March."

Increasing murmur of huge crowds, the galloping of approaching horses, the singing of birds in an apple orchard, the cheers of a multitude inspired by a magnificent spectacle, all these sounds are brought directly to motion picture audiences in "The Wedding March," the Erich von Stroheim picture which will show at the Majestic Theatre Kowloon to-day.

Paramount's perfected sound device has been used with great effect with this picture and the sound effects add to the beauty and majesty of the picture. The story becomes a living thing for all who see it and is inspired in its magnificence.

Several of the impressive opening sequences are reproduced in colour. These scenes of the famous Corpus Christi procession in Vienna were filmed outside and inside a faithful reproduction of the famous cathedral of St. Stephan. Thousands of soldiers and townspersons gather before the edifice as the Emperor's carriage approaches and the colourful spectacle is presented with all the pomp, the colour, the noisy enthusiasm of the original.

The addition of sound is the final touch of realism to these and to the other beautiful and dramatic scenes which follow throughout the picture. Other scenes of utmost beauty were made in the courtyard of the inn, "To the Old Apple Tree," and in the inn where the heroine of the piece is occupied as harpist in the little orchestra.

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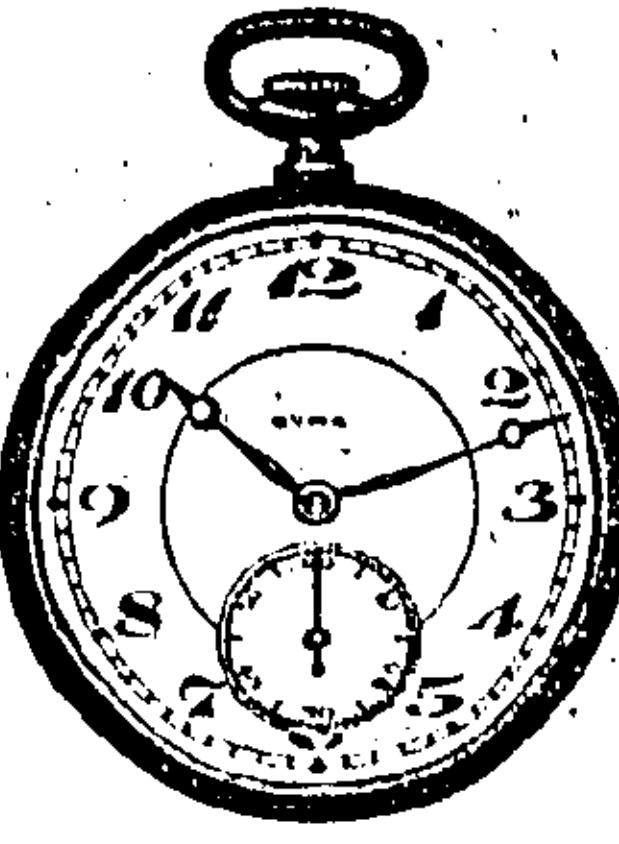
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LOCAL HOCKEY.

CLUB SENIORS DRAW WITH THE PUNJABIS.

A fast and exciting game was played on the Marina ground yesterday afternoon when the Hongkong Hockey Club 1st XI drew with the Punjabis. Play was generally of a high standard, with the Punjabis a bit lucky to be able to force a draw, as their equaliser was scored in semi-darkness.

The Club were the first to attack, and after keeping a sustained pressure on the Punjabis' citadel more scored a good goal. Wernicke, however, equalised for the Punjabis soon afterwards, but before the whistle blew for the interval, Lammer again gave the Club the lead.

Shortly after the resumption, Frost placed his side further ahead. Darkness was then settling in, but the Punjabis were not to be denied, scoring two goals, the last of which was added almost at the stroke of time.

The Club defence was sound throughout, with Gregory playing well in goal. M. H. Turner, an old Oxford "blue," has proved a distinct acquisition to the Club's defence, and was the thorn in the Punjabis' side yesterday.

A Team v. Argylls.

While their seniors were playing the Punjabis, the Club "A" team engaged the Argylls and Sutherland Highlanders at King's Park, and were defeated by four goals to two.

The military were slightly the better team, and pressed home their advantage whenever opportunity offered. Club Second Eleven for Monday:

The following will represent the H. K. Hockey Club 2nd eleven in a match against the Y.M.C.A. at King's Park on Monday, at 5 p.m.:—

A. Borrowman, L. A. R. Duncan, L. F. Nicholson (Capt.), J. A. L. Plummer, H. D. Bailes, O. Butler, W. A. F. Kerrick, L. G. Frost, Silas P. Wade, W. A. Newson and E. C. Fincher.

The Y.M.C.A. team will be:—F. Atleo, G. F. Rees, H. Mundy, G. Mitchell, F. Allen, A. R. Brown, A. Tate, G. Kearns, F. Martin, F. R. Ashton, T. J. Price.

The Y.M.C.A. team will play in white shirts.

Residents of the Far East passing through Penang on the homeward bound or return journey will be interested to hear that further extensions have been made to the Runnymede Hotel. This popular caravanserai was reconstructed during 1927-8, and since then many other modern improvements have been carried out. The latest work is the addition of twenty bedrooms, the provision of which was necessary in order to cope with the great demand for accommodation. With beautiful lawns laid out along the sea front, the Runnymede has become justly famous as one of the most beautifully situated hotels east of Suez.



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FANLING HUNT.

ENTRIES FOR THE NOVEMBER MEETING.

The following are the entries and handicaps for the November Meeting of the Fanling Hunt and Race Club to be held at Kwanti on Sunday, November 16:

The Sheung Shui Handicap.—A steeplechase of 1½ Miles. For China ponies classified by the Hongkong Jockey Club in "C" and "D" classes. Winners of a steeplechase at Kwanti barred.

Winner: \$100; 2nd \$50; 3rd \$25. Entry \$5. This race is open to all members and lady racing members of the H.K.J.C. as well as members of the F.L.H.R.C.—City Hall (165), Discord (158), Duke of Normandy II (158), Sunning (158), Iron Blood (155), Shiny Pearl (152), Shanghai Beau (151), Dunce (150), The Paragon (148), Thracean (142), Indantino (140), Pumpkin (140), The Jamaine (140).

The Kwantung Handicap.—A flat race of 1½ Miles. For China ponies that have not won more than one steeplechase since 1st January. Winner: \$100; 2nd \$50; 3rd \$25. Entry \$5. This race is open to all members and lady racing members of the H.K.J.C. as well as members of the F.L.H.R.C.—City Hall (165), Discord (158), Duke of Normandy II (158), Sunning (158), Iron Blood (155), Shiny Pearl (152), Shanghai Beau (151), Dunce (150), The Paragon (148), Thracean (142), Indantino (140), Pumpkin (140), The Jamaine (140).

The Autumn Cup. A steeplechase of 1½ Miles. For China ponies of 1½ Miles. For China ponies certified by the O. C. Machine Gun Troop H.K.V.D.C. as "regular" Troop ponies. Weight 168 lbs. Winner: A Cup; 2nd \$50; 3rd \$25. Entry \$5.—Target (173), The Partridge (165), Carbine (162), Blue Boy (161), Silver Spur (158), Fanling Stag (155), Penhole (155), Aristophanes (150), Duke of Milan (150), Fernleaf (150), Grey Mouse (150), Kirribilli (150), Mongolian Stag (150), Movaganer (150).

The "Volunteers" Cup. (Unofficial).—A flat race of 1 Mile. For China ponies certified by the O. C. Machine Gun Troop H.K.V.D.C. as "regular" Troop ponies. Weight 168 lbs. Winner: A Cup; 2nd \$50; 3rd \$25. Entry \$5.—Bay Rhum (168), Blue Boy (168), Buster (168), Conquistador (168), Country Club (168), Eclipse Eve (168), Heretofore (168), Mad Carew (168), Mountain Ash (168), Pacific Ocean (168), Tarzali (168), Touchwood (168).

The Tai Po Handicap.—A steeplechase of 1½ Miles. For China ponies: Winners of more than two steeplechases since 1st January barred.

Winner: A Cup; 2nd \$50. 3rd \$25. Entry \$5.—Montana (197), November (173), Target (173), The Partridge (165), Blue Boy (161), Aristophanes (150), Bright Prospect (150), Grey Eyes (150), Kirribilli (150), Mongolian Stag (150), Movaganer (150), Pumpkin (150).

Capt. Robert Dollar, the G.O.M. of Pacific shipping, is to be the guest of Sir Robert and Lady Ho Tun at a tea party at Idlewild on Thursday.

The Kwantung Handicap.—A flat race of 1½ Miles. For China ponies classified by the Hongkong Jockey Club in "C" and "D" classes. Winners of a steeplechase at Kwanti barred.

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The November Maidens. A steeplechase of 1 Mile. For China ponies that have never won a steeplechase. Weight for inches as per scale. Ponies that have started at Kwanti since 1st January allowed 5 lbs. Winner: \$100; 2nd \$50; 3rd \$25. Entry \$5.—Bright Prospect (147), Carbine (159), Chumpon (161), City Hall (158), Country Club (150), Diana (153), Duke of Milan (155), The Goods (156), Good and Hot (155), Grey Eyes (150), Grey Mouse (153), Nugget (150), Penhole (147), The Paragon (153), Mr. Siegler (158), Silver Spur (158), Six Hundred (153).

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| Karrier | Triple | Double | |
| Leyland | Triple | Triple | |
| Mercedes-Benz | Triple | Double | |
| Mercedes-Benz (Diesel) | Triple | Triple | |
| Merryweather | Triple | Triple | |
| Morris Commercial | Triple | Double | |
| Panhard | Triple | Double | |
| Scammell | Triple | Triple | |
| Thornycroft (Engine Types M/4, MB/4, AB/4, YB/4, YB/6, FB/4, ZB/6, HE/4) ... | Triple | Double | |
| Thornycroft (other models) | Triple | Triple | |

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BLOCK-SHIPS AT DOVER

PLANS FOR THEIR REMOVAL

Dover, Oct. 12. A definite movement is on foot to remove the two block-ships which have obstructed the west entrance to Dover Harbour since the early days of the war. Their removal would make entrance to the harbour in rough weather much easier and thus result in a considerable saving of time in cross-Channel traffic during stormy weather.

Divers representing an English and a German firm have been at work during the past month locating and inspecting the ships, and tenders have been received from a number of firms for carrying out the work. It is understood that these will be considered at a meeting of Dover Harbour Board tomorrow.

Captain John Iron, the harbour master, outlined the history of the blockships. "They are the Spanish Prince and the Libonian," he stated, "which were sunk at the entrance to the harbour in the early days of the war to stop the enemy's torpedoes from entering. If the work of raising the ships is to be undertaken it will be a long business. They are filled with Thames ballast—gravel and sand. The work will probably take a year, during which time the west entrance to the harbour will be closed."

Captain Iron himself was responsible for the raising of the monitor Glatton in Dover Harbour in 1925. "It was a very difficult job," he explained, "because the ship lay on its side, and the work took nine months. This time, however, the Harbour Board have decided to invite outside tenders."

The west entrance to Dover Harbour is the widest and the most sheltered of the two entrances, and it is anticipated that the removal of the block-ships will give a stimulus to Dover's trade.

Delays During Gales.

The town, apart from its considerable cross-Channel traffic, is now used as a port of call by many Dutch liners. It is possible that the improvement of its entrance will prompt some of the large Hamburg liners, which at present have to pass within a few miles of the harbour, to call.

A ship's commander who makes frequent use of the harbour told of the difficulty experienced in effecting an entrance in rough weather. "During last Tuesday's gales," he stated, "at least one of the cross-Channel steamers had to make many attempts before it was able to enter the narrow opening. Time and again it was blown out of its course. Sometimes boats are tossed to and fro for several hours, and passengers often land in a state bordering on collapse."

Much of this delay and inconvenience would be obviated by the removal of the block-ships. If, therefore, the Harbour Board come to a favourable decision at their meeting they will play an important part in developing Dover's resources, and will earn the gratitude of cross-Channel passenger traffic.

CORSET STRIKE OF CHORUS GIRLS.

'MEDIAEVAL BARBARISM.'

New York, Oct. 12. Because they were directed to wear corsets on the stage 35 chorus girls in "Three Little Girls" went on strike while the audience at Chicago were waiting for the production to begin.

To save closing down, Mr. J. J. Shubert, the theatrical magnate, was compelled to telephone from New York countermanding the order.

The girls denounced corsets as "relics of medieval barbarism, which no modern woman should be asked to tolerate, and complained that by wearing them they would ruin their figures and damage their health.

A fortnight ago in New York girls who protested were given dismissal notices.

THE DANGER OF INDIGESTION.

Few people realise that danger lurks behind that seemingly unimportant discomfort after eating. Nevertheless it is true, for nine times out of ten the trouble is caused by excess stomach acid which not only makes food ferment but also attacks the stomach lining and may cause ulceration. You can avoid such danger and promptly stop digestive distress by taking a little 'Bisurated' Magnesia after eating or whenever pain is felt. This instantly neutralises all excess acid, averts fermentation and soothes and heals the inflamed stomach lining. Doctors all over the world recommend 'Bisurated' Magnesia because it quickly stops indigestion and removes the insidious cause safely and surely. Ask your chemist for a package of 'Bisurated' Magnesia (powder or tablets) and keep yourself free from stomach trouble.

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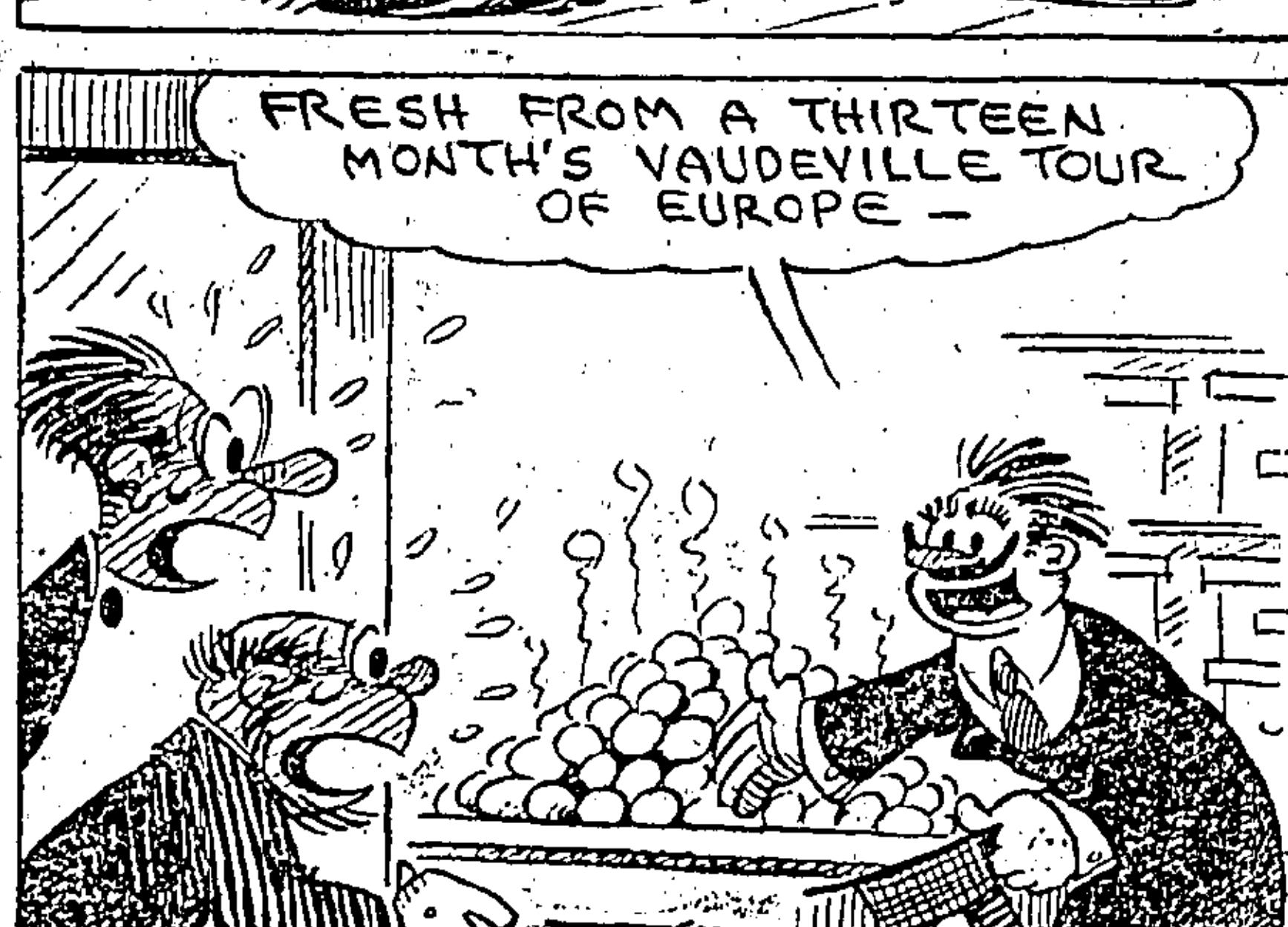
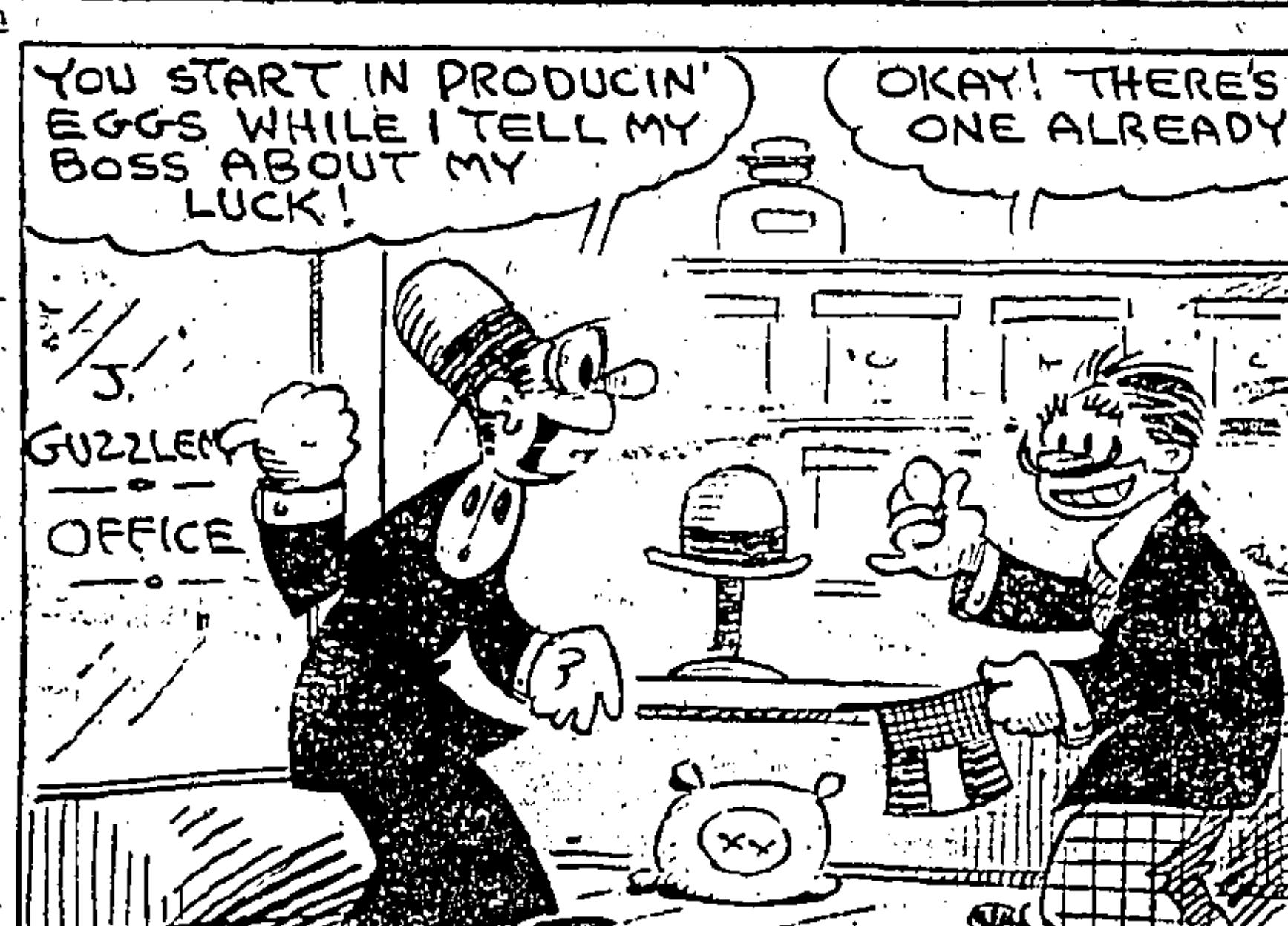
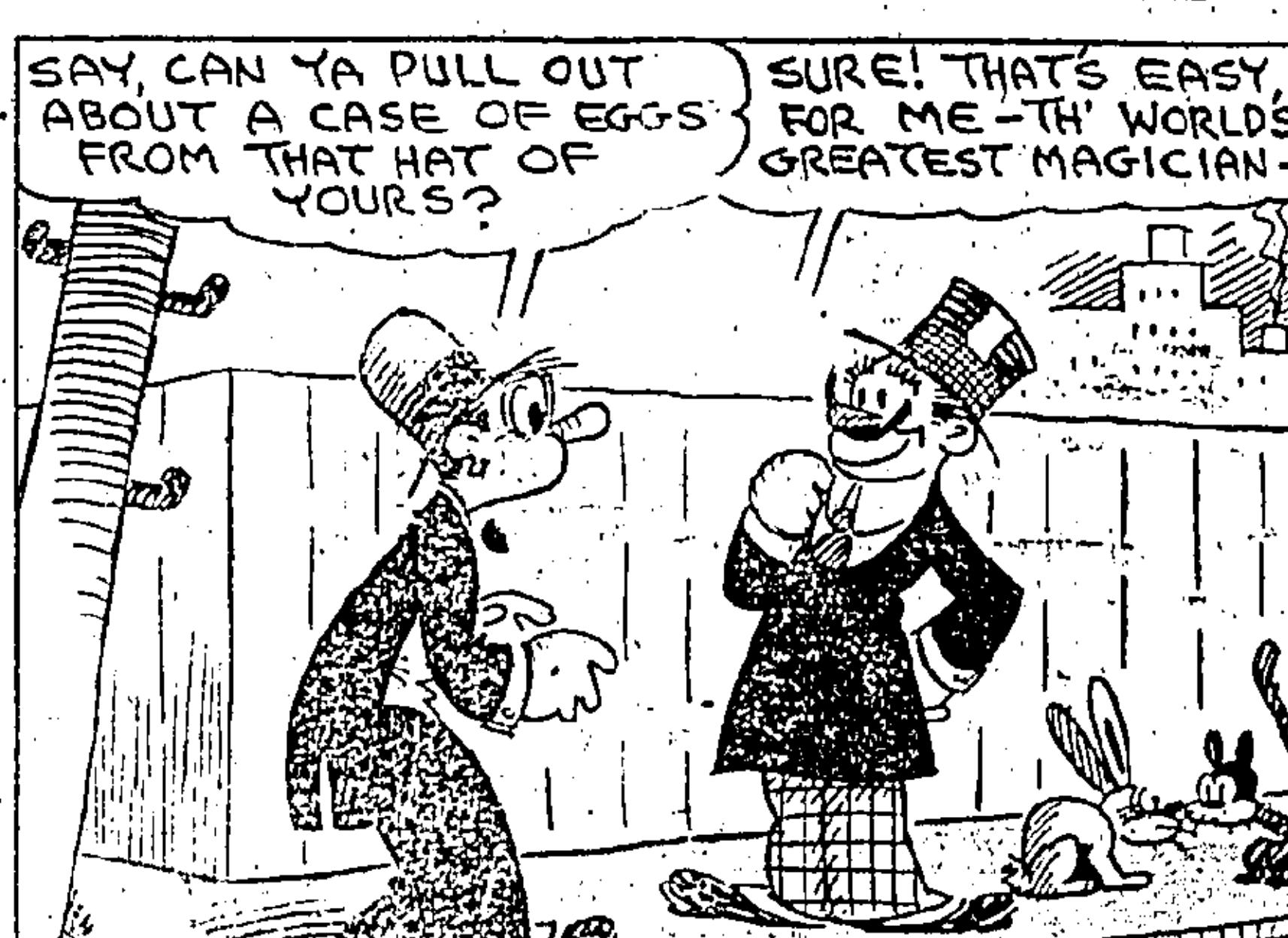
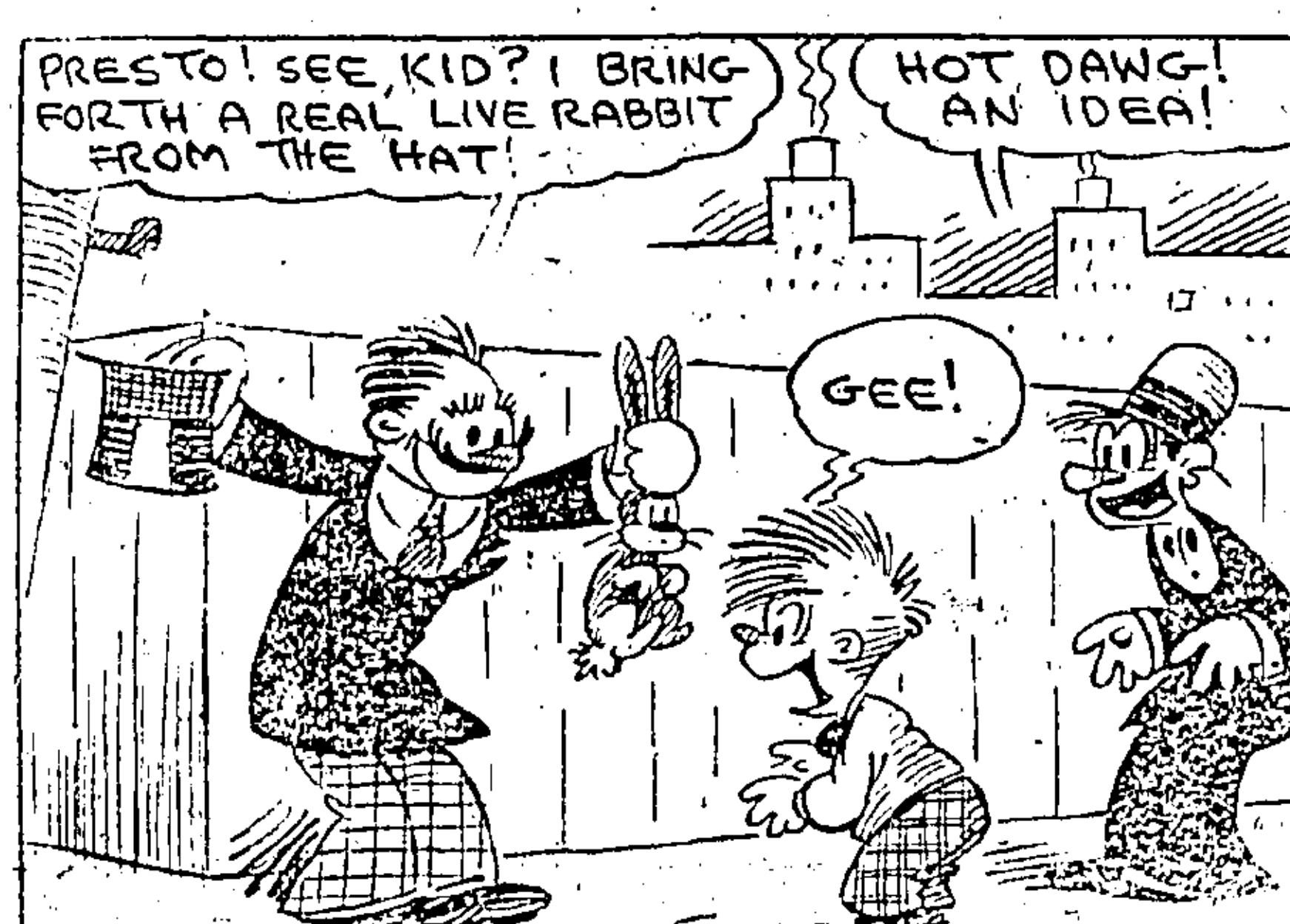
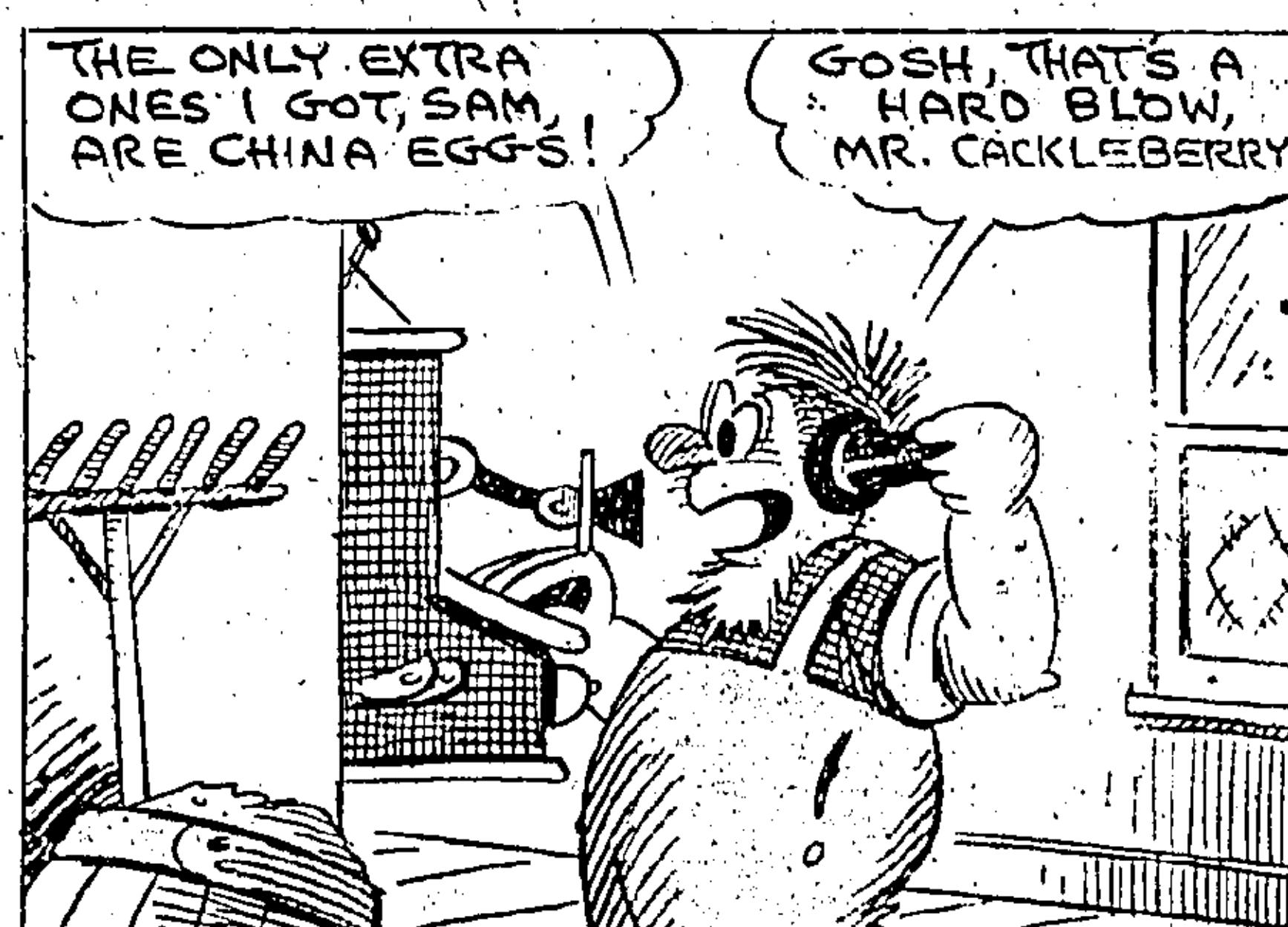
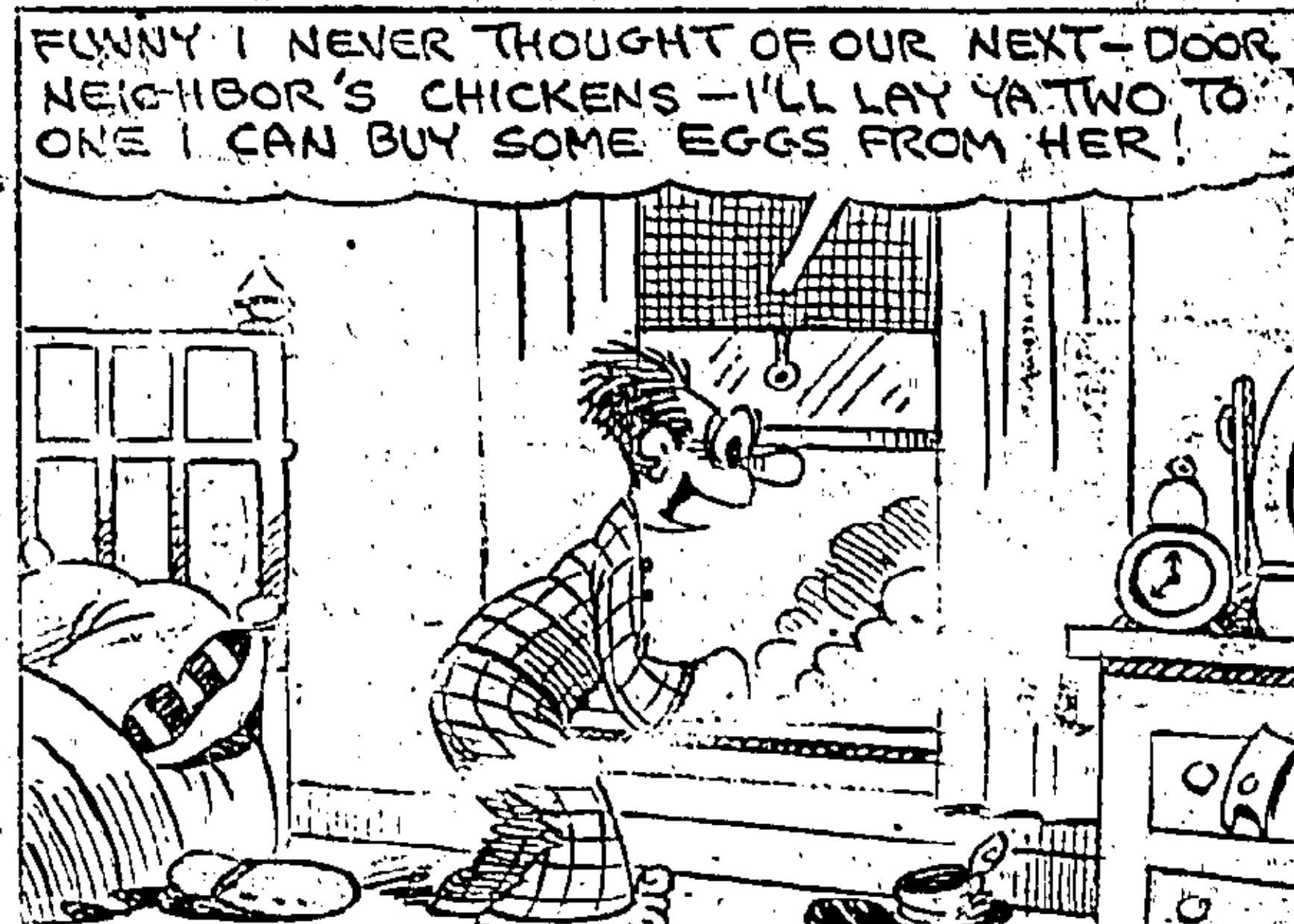
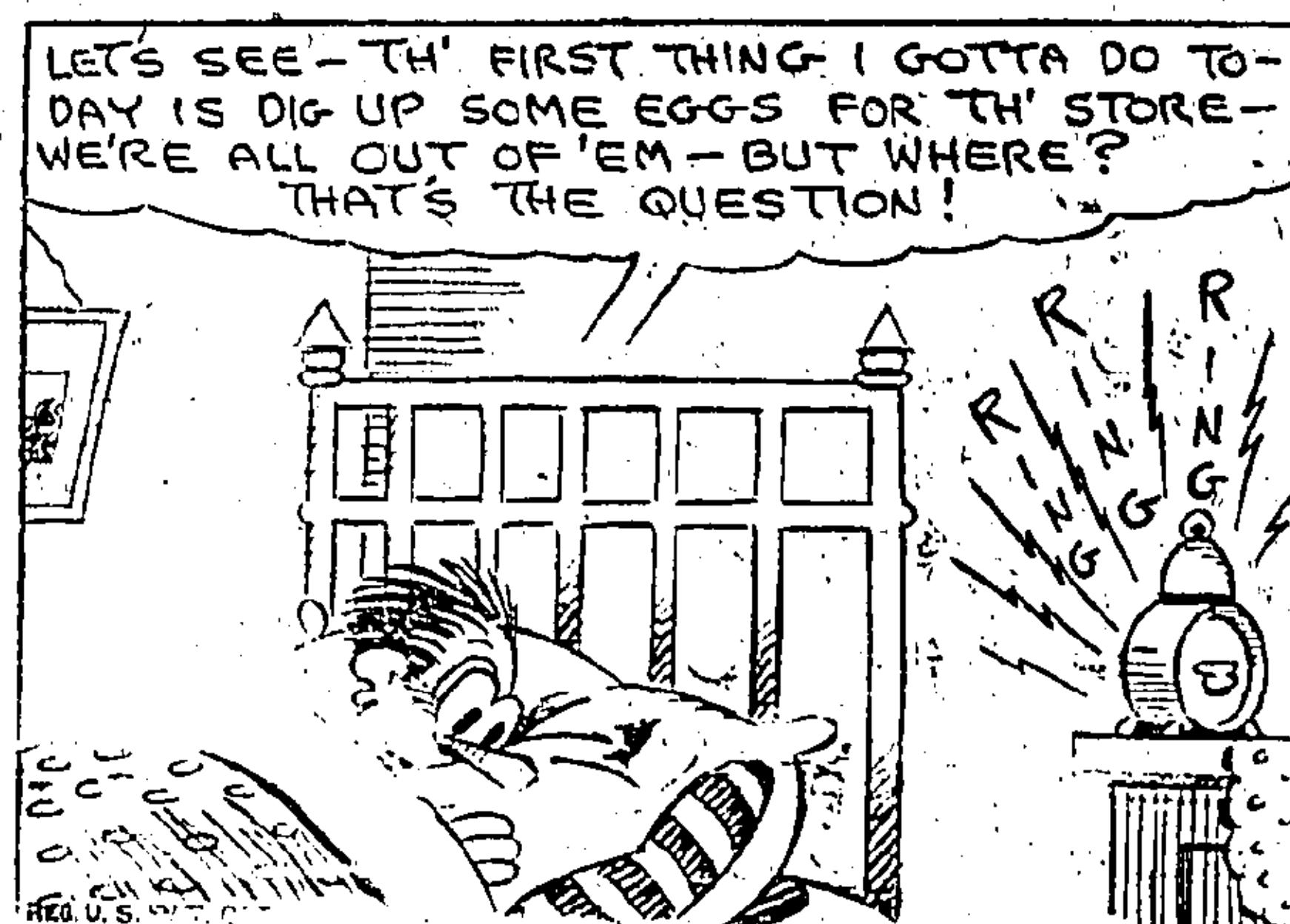
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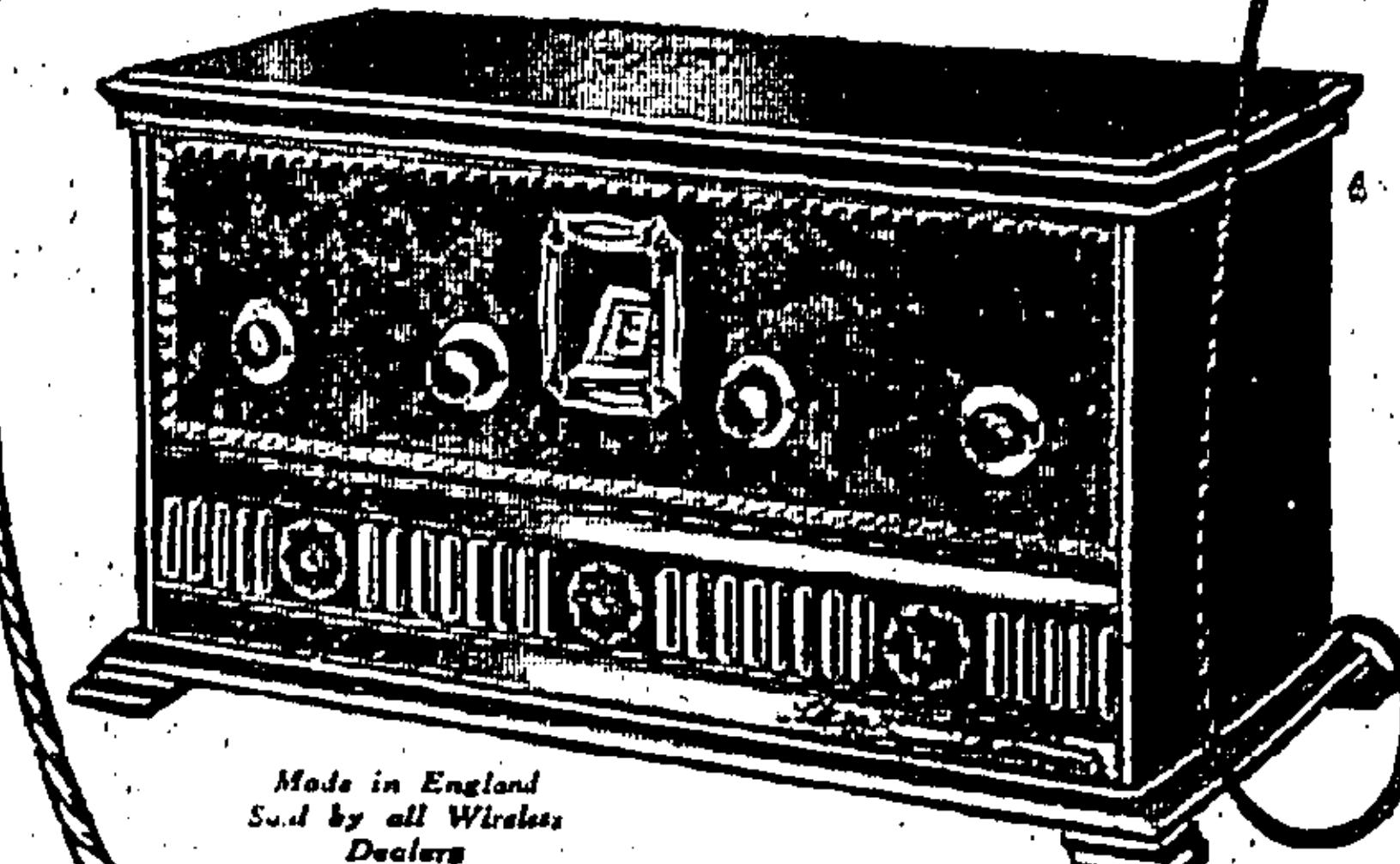
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Heart Hungry

BY LAURA LOU BROOKMAN
AUTHOR OF "CASH ROMANCE"

BEGIN HERE TO-DAY.

Celia Mitchell, 17, faced a new life when she left the home in Baltimore where she has lived with her grandmother, Margaret Rogers, to join her father, John Mitchell, and her grandmother in a "stately New York dwelling."

John Mitchell had not even known her father was living until the day he came to the Baltimore apartment Celia had supposed Bob Rogers, her mother's second husband, to be her father. Mitchell offered Celia a life of wealth and luxury, but Celia was shocked. She left her mother, unaware that Margaret Rogers was seriously ill and she left Barney Shields, the young newspaper photographer who saved some day he and Celia would be married.

She is lonely and ill at ease the first day in her new home. Late in the morning Mrs. Thomas Mitchell, her aristocratic grandmother, sends her back.

CHAPTER XIV.

Mrs. Thomas Worthington Mitchell bent over a desk writing. She heard the light tap on the side of the open door, looked up and beckoned to Celia to enter. Then she continued to write.

Mrs. Mitchell's sitting room was at the front of the house on the second floor. It was much larger than Celia's room. The rug on the floor was from a Persian loom, and the furniture was elaborate in a style much admired in the last decades of the 19th century.

A fireplace with marble mantel and a large mirror above centred one wall. At the left was a door which Celia decided led into Mrs. Mitchell's bedroom.

With a staccato flourish the woman laid aside her pen. "Now, then," she said, in her sharp voice, "good morning, Celia. Come nearer and sit down."

Though the white-haired woman scolded glasses, it was evident her eyesight was impaired, for she had a way of leaning forward and narrowing her eyes when speaking.

"Good morning, grandmother," the girl answered primly. She arose, moving to a chair beside the large, oak desk at which Mrs. Mitchell sat.

"Sleep well?" the woman asked. "Oh, yes! I really didn't mean to stay in bed so late. I felt dreadfully to have missed breakfast!"

Humph—it's no matter! Always have breakfast served in my room, and your father doesn't take anything except coffee. Aline has orders to bring you breakfast at 9:30 each morning. That's a good sensible hour. Makes servants restless to be having meal times changed around.

She said it so sternly that Celia hastened to agree that a tray at 9:30 each morning would be entirely satisfactory.

Mrs. Mitchell sat back in her chair.

"Now that you're here," she said to the girl, "what are you going to do?"

"Why, I—that—is—I—" The elder woman nodded her head with an "I-told-you-so" expression.

"You don't know!" she said, emphasizing each word. It's a great responsibility to have a young girl like you in the house. Do you realize that? I don't mind telling you I hesitated when your father first talked about bringing you here. But you're a Mitchell, and I hope I know my duty when I see it! Now, then, the question is—what are you going to do?"

Celia's eyes widened. "Why, you see I haven't made any plans!"

"No? Well, never mind. I'll do the planning. In fact, I've already done it. Tell me something about yourself. What did you do in Baltimore?"

There was something vigorous and wholesome about the aged woman's briskness, but this quality was lost on Celia.

"Well, I've never done much of anything except go to school. Studied stenography."

"Augh—stenography!" Mrs. Mitchell's hands raised in horror. "This was, I suppose, in a public school?" she asked.

The girl nodded.

"As bad as I thought," the older woman sighed. "As bad as I thought!"

Mrs. Mitchell rested one arm on her desk and tapped her pencil disconsolately. Then she rose and paced back and forth across the room. After a moment she halted in front of Celia and looked at the girl intently.

"I really don't know if it can be done," she said solemnly. "I wonder—"

Her expression and manner seemed to say clearly that Celia was a disgrace. Under this frowning displeasure the girl could almost feel herself shrinking smaller and smaller. She would have liked very much to know what was so dreadful.

"Is—anything wrong?" she asked.

Instead of answering, Mrs. Mitchell sat down at her desk.

"My opinion is that the thing's impossible," she said firmly. "Still, I hope, I know my duty." There was a pause and then she continued. "Your looks won't help you any. Oh! you're a pretty child. Too pretty! People are likely to guess from the start that you're from the wrong side of the family."

Now it was Celia's back which straightened.

"I don't know what all this means," she said, "but if you're talking about my mother—!"

The girl's cheeks were white.

"Hoity-toity, child! None of that! Who said anything about your mother, I didn't. Just telling you it's common to have a pretty face. And it is. None of the best families have pretty faces. None of them!"

Celia wanted to laugh. She controlled the impulse as she said demurely:

"Excuse me."

"Your father probably has told you I've given up going to the country this summer on your account. I see now it was a wise plan. We have months of work ahead before you can possibly make a debut."

"Grandmother! You mean—me—a debutante?"

"Why, certainly! You're a Mitchell, aren't you? You'll have to take your place in society. Only, I can see now it's going to be a great task!"

Both of them were silent for a time. Then Celia said, quietly, "Father didn't say anything about society. What do you want me to do?"

The light of generalship returned to the elderly woman's eyes. "You must do as I tell you," she said imperiously. "In September we'll go abroad. Six months in the south of France will do more for you than years in boarding school. After that the future depends upon how promptly you can learn. I can do much, but I cannot work miracles. The real responsibility rests with you!"

Mrs. Mitchell talked on about details of the household. Lunch was at one o'clock each day and dinner at seven. She mentioned the servants and named them—Edward, the butler, who had been employed for 15 years; Martha, who had served Mrs. Mitchell even longer; Aline, the parlour maid; Hannah, the cook; and Jane, kitchen helper. There was also Thompson, who drove the car.

Luncheon was announced before Mrs. Mitchell had finished. She had a way of abruptly turning from one subject to another while talking—often without the least hint that her mind had taken a different track. This made it difficult to follow, particularly for Celia, to whom almost everything the woman said was foreign.

It was remarkable, the girl thought, to hear another person use exactly the same words she herself used and make them sound so entirely like another language. Nevertheless Celia listened attentively. Her social training had begun.

Luncheon was appetizing and Celia, having breakfasted hurriedly, ate heartily.

Once Mrs. Mitchell embarrassed her by pausing to remark:

"I'm glad to see you know how to eat. Your manners are very nice, but it would be better to begin to learn at once not to enjoy your food so much."

"But, grandmother, I didn't mean—I mean everything is really delicious!"

"Evelyn?" John Mitchell said presently. "Evelyn, I want to see you to-night."

(To Be Continued.)

When they had finished, Celia waited to hear plans for the afternoon. Apparently there were none. Mrs. Mitchell spoke vaguely of an engagement and disappeared to dress. Celia went to her own room and wrote a long letter to her mother. She thought she was adroit in bringing in a casual reference to Barney Shields, but a child could have seen through the sleight. Then Celia put on her coat, took the letter and went out of the house to the corner of the block, where she found a mail box.

Returning, Celia met Edward in the hallway. He told her Mrs. Mitchell had gone out. There was nothing more to do but return upstairs and wait until it was time to dress for dinner.

The evening meal was quite formal. John Mitchell and his mother appeared in evening attire, but there was nothing for Celia to do but come downstairs in her long-sleeved brown silk travelling frock. It was her "best" dress.

"Going to take this young lady shopping, aren't you, mother?" Mitchell asked, apparently trying to lessen his daughter's discomfiture.

"I've made an appointment with Charlotte for Monday," Mrs. Mitchell said. "Charlotte," she added, with a nod toward Celia, "makes all my gowns and I consider her shop much the most satisfactory in town."

"Satisfactory" was not the word Celia would have used to describe her stately grandmother's black and white lace costume, but she lowered her eyes and, following the mid-day lesson, did her best not to appear to enjoy herself.

They withdrew to the drawing room and Edward brought the coffee. Mitchell was soon reading a newspaper and his mother began her nightly game of solitaire.

Celia found a volume which interested her and began reading. She forgot her surroundings until Mrs. Mitchell announced it was time to retire. The girl bade her father good night, kissed her grandmother dutifully and mounted the stairway.

The day on the whole had been dreary, but Celia was optimistic about the future. She was awed, but thrilled by the shadowy vision of her grandmother's plans. Imagining herself in beautiful gowns going to parties—surrounded by admirers!

Nothing in the least glamorous happened during the next two days. The weather was very hot, and Mrs. Mitchell, in spite of her boasted good health, was indisposed. Celia wandered through the big house, watched the children playing in the park—and thought about home.

Thursday evening just before dinner was announced John Mitchell found his daughter alone in the library. Undoubtedly there were tears on her eyelashes.

"What's the matter?" he demanded.

"Nothing. Nothing at all!"

Mitchell had to accept this answer. How could he guess Celia was miserable because no letter had come from Barney Shields? Mitchell had never even heard of Barney.

To cover her confusion, Celia tried her utmost to be cheerful at the dinner table. Her father seemed unimpressed. As soon as possible he excused himself and disappeared into the room known as his study.

For some time John Mitchell sat at his desk with brows furrowed. Then he took up the telephone and gave a number.

"Evelyn?" John Mitchell said presently.

"Certainly, but it is better form my dear, never to enjoy anything."

(To Be Continued.)

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| | Hangshing | Sun. 16th Nov at 7 a.m. |
| | Yatshing | Wed. 19th Nov at 7 a.m. |
| TO SINGAPORE PENANG & CALCUTTA | Hosang | Fri. 14th Nov at 3 p.m. |
| | Kunsang | Mon. 8th Dec at 3 p.m. |
| | Yuensang | Mon. 15th Dec at 3 p.m. |
| TO OSAKA via AMOY, MOJI & KOBE | Kumsang | Wed. 19th Nov at 7 a.m. |
| TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE | Suisang | Wed. 26th Nov at 7 a.m. |
| TO OSAKA via AMOY & KOBE | Namsang | Sun. 7th Dec at 7 a.m. |
| TO SANDAKAN | Hinsang | Satur. 13th Nov at noon. |
| | Mausang | Wed. 26th Nov at noon |
| TO TIENSIN via SWATOW & FOOCHOW | Yusang | Fri. 14th Nov at 7 a.m. |
| | Chiphing | Sun. 3rd Nov at 7 a.m. |
| | Cheongshing | Fri. 28th Nov at 7 a.m. |

SUMMER TRIPS TO JAPAN.

Excellent first class accommodation on through steamers from Calcutta to Japan at the specially reduced return fares of \$175.00 to Kobe and \$200.00 to Yokohama. These return tickets are available for three months.

For freight or passage apply to—

JARDINE, MATHESON & CO., LTD.
Telephone 30311. General Managers



FRENCH MAIL STEAMERS.

Sailings from Hongkong.

| | |
|--|----------------------------------|
| TO MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden) Suez, Port-Said. | TO YOKOHAMA via Shanghai & Kobe. |
| D'HERONNEAU... 11th Nov. | D'ARTAGNAN... 11th Nov. |
| ATEOS II..... 25th Nov. | ANGERS..... 25th Nov. |
| D'ARTAGNAN... 9th Dec. | SPHINX..... 9th Dec. |
| ANGERS..... 23rd Dec. | G. METZINGER... 23rd Dec. |
| SPHINX..... 6th Jan 1931. | ANDRE LEBOU... 6 Jan 1931. |
| G. METZINGER... 20th Jan. | PORTHOS... 20th Jan. |
| ANDRE LEBOU... 3rd Feb. | CHENONCEAUX... 3rd Feb. |
| PORTHOS..... 17th Feb. | ATHOS II..... 17th Feb. |

We can issue through tickets to Egypt, Syrian ports, East Africa, Madagascar by transhipment on our mail steamers at Port-Said or Djibouti.

COMMERCIAL LINE.

From DUNKIRK Hamburg, Rotterdam, (Antwerp). For full particulars, apply to—
Cie. des MESSAGERIES MARITIMES, Queen's Building, Telephone: 26651.

THE VOLUNTEERS.

(Continued from Page 2.)

at Stnecutters on Sunday, 9th November is must with Bolt & Pouches to fire Machine Gun Course Pt. II. Launch leaves Queen's Pier at 9 a.m. and Kowloon Police Pier at 10 a.m. Range Officer—2/Lt. E. G. Stewart (3) Camp. The Company will go into Camp on Friday evening 28th November until Sunday evening, 30th November, and again on Friday evening, 5th December until Sunday evening, 7th December. Full details will be issued later.

Amendment.

(1) Corps Order No. 44/30/(u) dated 31.10.30
No. 1334 L/Sergt. G. V. Osmund
" 1237 " D. J. Fernandes
" 1276 " C. Dragon
No. 1334 L/Cpl. G. V. Osmund
" 1237 " D. J. Fernandes
" 1276 " C. Dragon
Corps Order No. 44/30/6 dated 31.10.30
No. 1593 Pte. A. A. Remedios
No. 122 Platoon to read "No. 95". Pte. A. A. Remedios, No. 11 Platoon.

Bandman.

No. 1529 Bdm. M. H. Sequeira, having been passed as proficient Bandman is entitled to wear the Band Harp for one year.

Appointment and Promotions.

The following appointment and promotions in the Scottish Company to take effect from 7th instant:—
No. 309 Sgt. G. H. Cuthill to be appointed Company Q. M. Sergeant.
No. 701 L/Sgt. T. P. Saufderson promoted to Sergeant.
No. 588 Cpl. J. A. Lindsay promoted to Sergeant.
No. 1314 L/Cpl. A. Chapman promoted to Corporal.
No. 1200 L/Cpl. C. R. Logan promoted to Corporal.
No. 1216 L/Cpl. J. J. Cameron promoted to Corporal.
No. 1536 Pte. D. McColgan promoted to Corporal.

Transfers.

No. 1490 Pte. J. T. K. Gilchrist is transferred from No. 7 to No. 6 Platoon as from 7.11.30.

No. 1298 Pte. R. Kirkwood is transferred from No. 7 Platoon to Reserve Company as from 7.11.30.

Struck off the Strength.

Permitted to resign.
No. 1364 Pte. T. A. Leonard, No. 3

SUCCESSFUL TENDER.

BRITISH FIRMS GET SOUTH AFRICAN CONTRACT.

London, Nov. 7.

Three British firms have successfully tendered for the main plant of new works which the South African Steel and Iron Industrial Corporation Limited, intend to build in Pretoria.

The expenditure involved is about £2,300,000. British Wireless.

Amendment.

No. 1458 Pte. W. C. Hung, No. 3

Platoon, as from 7.11.30.

No. 495 Pte. A. C. I. Bowker, No. 1

Platoon, as from 7.11.30.

Having completed 3 years' service.

No. 476 Sergt. T. W. Carr, Engineer

Company, as from 30.10.30.

Strength.

The following have been taken on

Corps Strength:

Unit No. Rank Name Date

1645 Pte. R. E. Watson No. 4 Plt. 31.10.30

1646 Pte. H. M. Remedios No. 12A Plt. do

1647 Pte. G. A. Williams No. 1 Plt. 3.11.30

1648 Pte. W. D. Johnson No. 1 Plt. 4.11.30

(Sgt.) W. H. G. GOATER, CAPTAIN, Adjutant, H. K. V. D. C.

CONSIGNEES' NOTICES.

THE BEN LINE STEAMERS LIMITED.

From LEITH, MIDDLESBROUGH, ANTWERP, LONDON and STRAITS.

The Steamship "BENMOHR" "BENCLEUCH"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous Godowns or

for extra hazardous Godowns of

The Hongkong and Kowloon Wharf

and Godown Co., Ltd., whence and/or

from the wharves delivery may be obtained.

No claims will be admitted after

the Goods have left the Godowns, and all Goods remaining undelivered after

the 15th November, will be subject to rent.

All claims against the steamer

must be presented to the Underwriters

or before the 28th November, 1930,

or they will not be recognized.

All broken, chafed, and damaged

Goods are to be left in the Godowns,

where they will be examined on the

13th November, 1930 at 10 a.m. by

Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned

by

GIBB, LIVINGSTON & CO. LTD.

Agents.

Hongkong, 7th November, 1930.

THE INTERESTING WAY

YOUR CHOICE OF STEAMERS

FROM NEW YORK

TO EUROPE

£120 AND £112

USING PRESIDENT LINERS

ACROSS THE PACIFIC
ANY AMERICAN OR CANADIAN RAIL-LINE ACROSS THE CONTINENT

DOLLAR STEAMSHIP LINES AND AMERICAN MAIL LINE

NYK LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM £83 to £120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

Asama Maru Thursday, 20th Nov.

Chichibu Maru Thursday, 11th Dec.

SEATTLE, VICTORIA via Shanghai & Japan Ports

Hikawa Maru Wednesday, 3rd Dec.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez

Fushimi Maru Saturday, 15th Nov.

Hakozaki Maru Saturday, 29th Nov.

SYDNEY & MELBOURNE via Manila & Ports

Kitano Maru Tuesday, 18th Nov.

Atsuta Maru Tuesday, 23rd Dec.

BOMBAY via Singapore, Penang & Colombo

Iyo Maru Wednesday, 12th Nov.

Calcutta Maru Thursday, 27th Nov.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama

Bokuya Maru Thursday, 20th Nov.

SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports

Wakasa Maru Tuesday, 18th Nov.

NEW YORK, BOSTON via Pauama

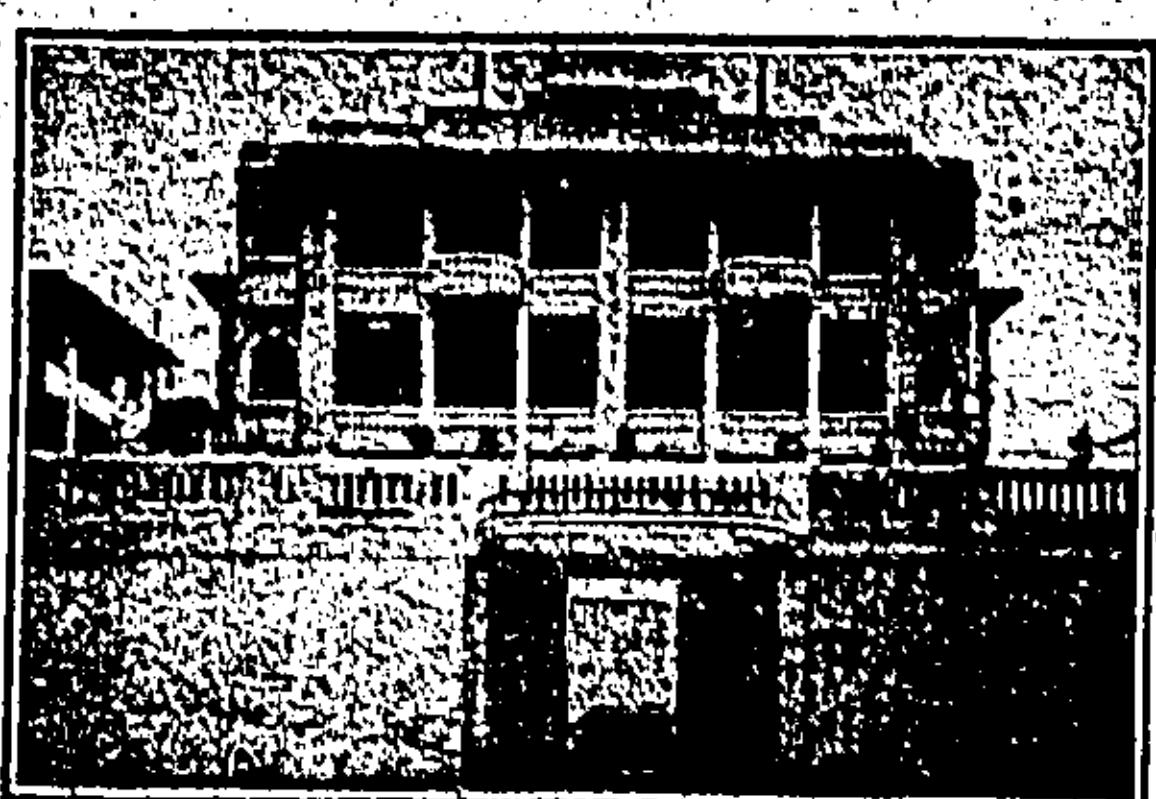
Asaka Maru Tuesday, 25th Nov.

LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles

Tooyooka Maru Thursday, 13th Nov.

CALCUTTA via Singapore, Penang & Bangkok

Nagato Maru Monday, 10th Nov.



CLAREMONT HOTEL

Austin Road, Kowloon.

(Near the Kowloon Cricket Club. Four minutes from ferry by bus.)

Suites of rooms (single and double), hot and cold water system, all modern sanitation, private bathrooms attached.

Terms very moderate.

EXCLUSIVE TABLE

entirely under European management.

Hotel has a splendid aspect in one of the finest locations in Kowloon, away from noise, yet easily accessible.

CLAREMONT HOTEL

Telephone: 57389. Telegraphic Address: "Fern" Hong Kong.

LOCAL RADIO.

DANCE PROGRAMME FOR TO-NIGHT.

The programme to be broadcast by Z. B. W. on its wavelength of 355 metres to-day is:—

7.00 p.m. European programme of Columbia records selected and supplied by Messrs. The Anderson Music Co.

Pique Dame, Overture (Suppe). Bournemouth Municipal Orch. 9496. Clarinet Concerto (Weber).

Garde Republicaine de France. 9699. Three Dances from Henry VIII. Bournemouth Municipal Orch. 5577.

The two Imps. Dancer of Seville. Bournemouth Municipal Orch. 9505.

Les Sirenes, Valse. Les Patineurs.

H. M. Grenadier Guards Band. 9483. Melodious Memories.

Regal Cinema Orchestra. 9722. P. C. Lamb.

The Modern Diver. Mr. Flotsam and Mr. Jetsam. 5587.

Reaching for Someone. Hang on to me.

Cliff Edwards-Ukulele Ike. 5694. I'm Knew deep in Daisies.

I'm sitting on top of the world. Trix Sisters. 3915.

That's a good Girl. Susie's Feller.

Vaughn De Leath-Comedienne. 4274. Lonesome Little Doll. Ragamuffin.

Xylophone Solo by Rudy Starita. 5047. I'll never ask for More.

Deep Night. Layton and Johnston-Duetists. 5535.

Father's Favourites.

Organ Solo-Terance Casey. 5525. Otherwise She's Mother's Kind of Girl.

A Tale of Other Times-Monologue.

Norman Long-Humorist. 6447.

Funny Face-Tell the Doc.

Funny Face-A Few Drinks.

Comedy Sketch by Leslie Jenson and Sydney Howard. 9592.

9.00 p.m. Weather report. Local Time.

The Presentation of Prizes.

Burlesque Recital by William McCullough. 9575.

Silvery Moon. McCallum.

Ain't it great to be home again.

Layton and Johnston-Duetists. DB38.

9.30 p.m.:—

Dance Programme.

Footrot.

"To know you is to love You."

"You're the cream in my Coffee."

Footrot.

"I'm all a-Twitter."

"I wanna go places and do things."

Blues.

"Tip toe through the tulips with me."

"Wishing and Waiting for Love."

Waltz.

"When the organ played at Twilight."

"When I look to the West."

Footrot.

"Redskin."

"Love me, or Leave me."

Footrot.

"My Little Dream Boat."

"Lady Luck."

Footrot.

"Ragamuffin Romeo."

"I like to do things for you."

Waltz.

"Twelve O'Clock."

Footrot.

"The wedding of the Birds."

"Song of the Congo."

Footrot.

"Lonesome Little Doll."

"The Toyemaker's Dream."

Waltz.

"All Through the Night."

"The Kiss."

Footrot.

"Sitting on a Rainbow."

"Old New England Moon."

11.00 p.m. Close down.

Sunday's Programme.

11.00-12.00 a.m. Relay of Service

from the Union Church.

12.00-1.00 p.m. Chinese programme.

1.30 p.m. Weather report.

8.00 p.m. European programme of Columbia records selected and supplied by The Anderson Music Co.

COLUMBIAN RECORDS

SUNDAY'S PROGRAMME

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1.30 p.m. Weather report.

8.00 p.m. European programme of Columbia records

CENTRAL THEATRE

SEE HEAR

TO-DAY & TO-MORROW ONLY.

To-day at 2.30, 5.10, 7.15 & 9.20 p.m.

A PARAMOUNT SOUND PICTURE



RICHARD DIX
in
Redskin

ON of a Chief of
the proud Navajo
College athletic
hero. Then an out-
cast from both whites
and Indians. Come
and see his fight, his
romance, his victory!
Filmed in gorgeous
Technicolor.

A Paramount Picture

A Beautiful Historical Picture
Theme Song "Redskin" Distributed Free.

NEXT CHANGE

William Powell Helen Kane
Fay Wray Skeets Gallagher

IN

"POINTED HEELS"

A Thrilling Play Elaborately Garnished
with Comedy, Songs & Dances.

With Gorgeous Revue Scenes in Technicolor.

Booking at Anderson's & The Theatre. Tel. 25720

In Colour with Sound!



IN ITS ENTIRETY
AN ERICH VON STROHEIM CREATION
WITH ERICH VON STROHEIM
AND FAY WRAY
Surrender! Of course they
all surrender to this dash-
ing von Stroheim Every
woman's ideal. Smartly
attoured. Carelessly in-
solent. An Erich von
Stroheim characterization,
supremely well done.
A Paramount Picture

TO-DAY at 2.30, 5.10, 7.15 & 9.20 p.m.

AT THE MAJESTIC
Nathan Road, Kowloon. Phone 57222.

Printed and Published for the Proprietors by FREDERICK PERCY
FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria
Hongkong.

RACING PROSPECTS FOR TO-DAY.

WISDOM STAG TIPPED FOR
ST LEGER.

[By "Ringtail"]

With every prospect of a bright
and sunny afternoon a large
crowd should put in an appearance
at Happy Valley this afternoon. Excellent sport is pro-
mised.

The special feature on the card
is the Hongkong St. Leger, and a
keen contest should be seen here,
as some of our best long-distance
ponies will be stripping for this
event. The winner should turn
up in Wisdom Stag, who has been
doing great track work and is in
great fettle.

Candidates for handicap events
have a nasty habit of reversing
form, but as some of our recent
winners should confirm subsequent
form I shall expect them to
figure amongst the lucky ones
this afternoon.

Good racing should be seen in
the handicap events, and as ponies
are fairly even in the other two
events racegoers should have a
good day at the pari-mutuel
booths.

News from the course is very
reassuring, as the grass track is in
wonderful condition, and fast
times should be the order of the
day. My selections are:

1st Race.

Royal Flush,
Majestic Hall,
Pride of Tsingtao.

2nd Race.

Little Thunder,
The Tiger,
Pickle.

3rd Race.

Tango,
Tonbridge Hall,
Sonny Boy.

4th Race.

Wisdom Stag,
King's Colour,
Peppermint.

5th Race.

Christmas Belle,
As You Like It,
Shanghai Beau.

6th Race.

Young Pretender,
The Goods,
Christmas Frolic.

7th Race.

Sunning,
Duke of Normandy II,
Movannaher.

8th Race.

Windsor Star,
Christmas Chimes,
Spearmint.

COLONY'S FINANCES.

EXPENDITURE EFFECTS ON BALANCE.

As disclosed in a financial state-
ment in the current issue of the
Gazette, the Colony's balance at
the end of July was \$10,434,763,
compared with \$10,765,316 at the
end of June. The shrinkage is
not due to any falling off in re-
venue, which shows considerable
increase, but is accounted for by
increased expenditure.

The revenue for July was
\$2,346,118, as against \$1,878,754
for the same month last year.
Expenditure for the month was
\$2,676,671 compared with \$1,920,-
151 last year.

For the first seven months of the
year, the total revenue was
\$14,669,800, compared with \$13,
373,327 in 1929 whilst the expen-
diture was \$13,898,890, as against
\$11,498,742 for the first seven
months of last year.

The P. and O. s.s. Malwa from
Hongkong arrived at Marseilles on
the 7th November at 8.30 a.m.

MRS. BRUCE ON WAY TO COLONY.

EXPECTED TO ARRIVE AFTER
TIFFIN.

ANNAM EXPERIENCE.

The Hon. Mrs. Victor Bruce, the
British airwoman, is expected in
Hongkong from Hanoi this after-
noon. According to information
received by the local office of the A.
P. C. Mrs. Bruce was to take off be-
tween eight and nine o'clock this
morning, which would mean that
she should arrive here round about
two o'clock this afternoon.

An Indo-Pacific message from
Hanoi indicates that Mrs. Bruce
had a difficult crossing over the An-
namese mountain chain. Leaving
Thakhek at noon, she met a gale



Mrs. Bruce with her pet dog
"Paddy," taken before she
set out from Hanoi.

and heavy rains, lasting three
hours, which she says was the worst
experience since leaving London.
She thought she was lost at
sea, but when the weather was
clearing she saw a railway, find-
ing herself miraculously near
Hanoi where she landed exhausted.

She was heartily welcomed at
Hanoi by the French aviators.

Mrs. Bruce arrived on Novem-
ber 1 at Thakhek, and tried the
next day the difficult crossing
over the mountains, but was
obliged to land in a wild spot in
the jungle.

EXCHANGE RATES.

Previous Day Yesterday.

| | | |
|---------------|--------------------|-------------|
| Paris | 123.675 | 123.65 1/2 |
| Geneva | 25.03 | 25.03 |
| Berlin | 20.385 | 20.38 |
| Oslo | 18.16 | 18.15 1/2 |
| Helsingfors | 192 1/2 | 192 1/2 |
| Athens | 375 | 375 |
| Beira, Africa | 38 1/2 | 38 15/32 |
| Shanghai | 1 1/2 | 1 7/8 |
| New York | 4.85 25/32 | 4.8527 1/32 |
| Amsterdam | 12.06 1/2 | 12.07 |
| Stockholm | 18.11 | 18.12 |
| Vienna | 34.475 | 34.49 1/2 |
| Madrid | 43.00 | 42.95 |
| Bucharest | 818 | 817 |
| Montevideo | 39 1/2 | 39 1/2 |
| Hongkong | 1 1/2 | 1 3/4 |
| Brussels | 34.835 | 34.82 1/2 |
| Milan | 92.805 | 92.80 1/2 |
| Copenhagen | 18.16 | 18.16 |
| Prague | 163 1/2 | 163 1/2 |
| Lisbon | 108.25 | 108.25 |
| Rio | 5 | 5 |
| Bombay | 1 1/2 25/32 | 1 1/2 25/32 |
| Yokohama | 2 1/2 17/32 | 2 1/2 17/32 |
| Silver (spot) | 16 1/16 | 16 1/16 |
| | (forward) 16.11/16 | 16.11/16 |

British Wireless.

The M.M. liner D'Artagnan will
be despatched for Shanghai on
Tuesday the 11th November at 6
a.m. instead of at 4 o'clock in the
afternoon.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local
share quotations issued to-day:

Banks.

Hongkong Bank, \$1570 b.
Chartered Bank, \$17 1/4 n.
Mercantile A. & B., 226 1/2 n.
East Asia, \$118 n.

Insurances.

Canton Ins., \$1100 b.
Union Ins., \$472 b.
North China Ins., Tls. 160 b.
China Underwriters, \$2.80 n.
Yangtze Ins., \$50 n.
Ching Fires, \$400 b.
H. K. Fire Ins., \$1,100 n.

Shipping.

Douglas, \$27 s.
H. K. Steamboats, \$29 1/2 b.
Indo-Chinas, (Def.) \$30 n.
Union Waterboats \$33 1/2 b.

Mining.

Benguet, \$8.70 n.
Kailan, 35 9/10 n.
Langkawi, Tls. 8 1/2 n.
Shai Explorations, Tls. 7.80 n.
Raubs, \$25 1/4 b.

Docks, etc.

Kowloon Wharves, \$170 b.
Whampoa Docks, \$32 n.
China Providents, \$6.45 s. (Old)
Hongkews, Tls. 285 b.
New Engineering, Tls. 7.80 n.
Shanghai Docks, Tls. 120 n.

Cottons.

Ewe Cottons, Tls. 12.25 s.
Shai Cottons, Tls. 82 (old) n.

Lands, Hotels, etc.

H. and S. Hotel, \$11.85 s.
H.K. Lands, \$82 1/2 s. (Old)
do. \$80 1/2 b.
Shai Land Tls. 315 n.
Humphreys, \$16 n.
Realities, \$8.95 b.
Chinese Estates \$37 b.

Public Utilities.

Tramways, \$18.40 s.
Peak Trams (old) \$14 b.
Star Ferries, \$86 b.
China Lights, (Old) \$26.60 b.
H. K. Electrics, \$81 1/2 s.
Macao Electrics, \$28 n.
Telephones \$35 1/2 b.
China Buses, Tls. 18 1/2 n.
Singapore Traction, 7/9 b.

Industrials.

China Sugars, 70 cts. b.
Malabons, \$27 n.
Cald: Macq. Ord: Tls. 10.75 n.
Canton Ices, \$2.75 s.
Cements (Comb.) \$18.60 s.
Ropes \$11.10 b.
United Asbestos \$5 n.

Strees, etc.

Dairy Farms, \$27.35 b.
Watsons, \$12.40 b.
Der A. Wings, \$1 n.
Lane Crawford, \$3 1/2 s.
Mackintosh, \$19 b.
Sinceres, \$11.60 n.

Miscellaneous.

Amusements, \$28 n.
Constructions, \$3 1/2 s.
B'que Ind. G. Bonds, \$65 1/2% b.
H.K.G. Loan 5 1/4% Prem. X. Inst;

AT THE QUEEN'S Final Showings To-day
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